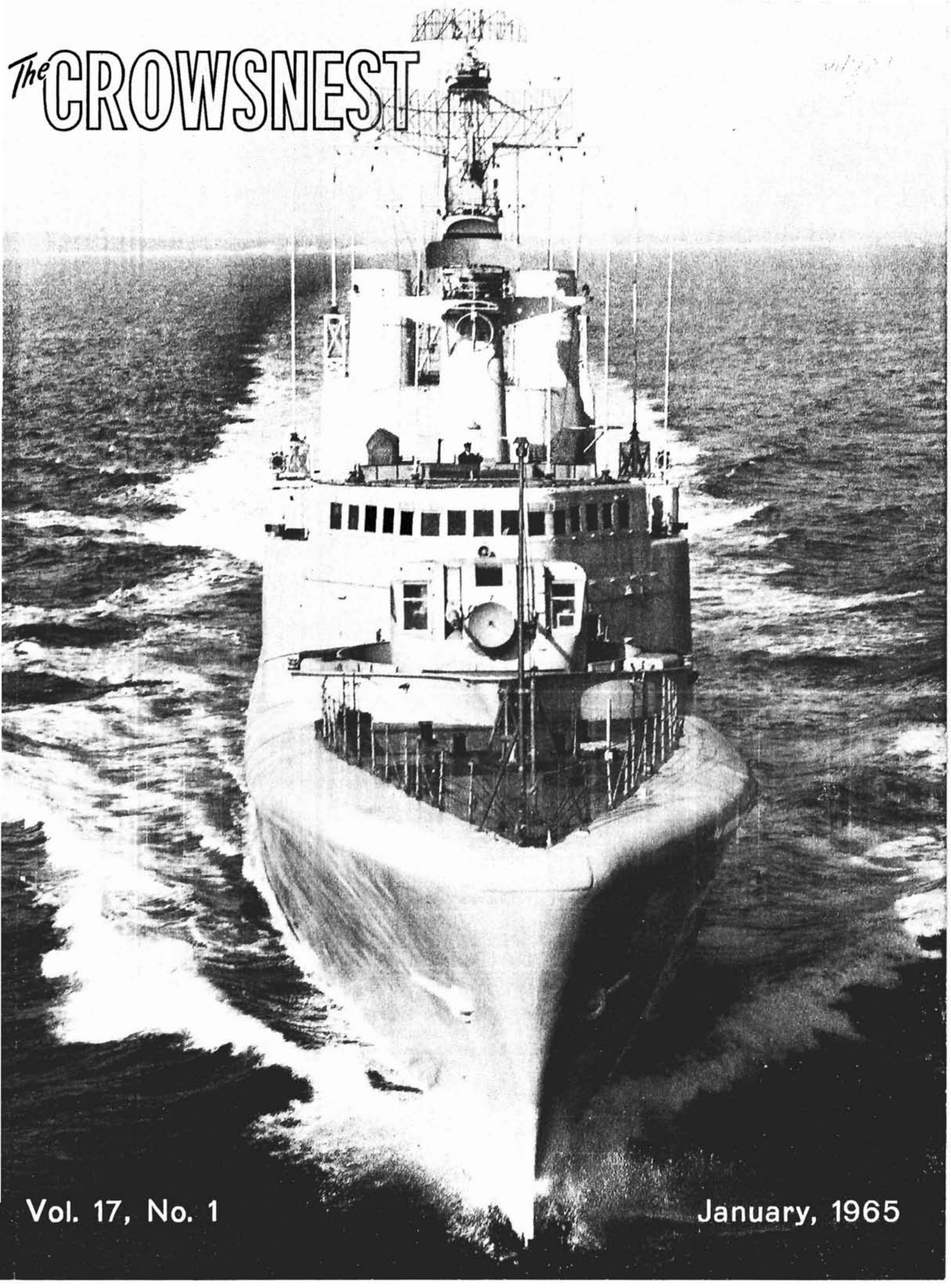


The CROWSNEST



Vol. 17, No. 1

January, 1965



The CROWSNEST

Vol. 17 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY 1965

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Five-Year Program</i>	5
<i>Officers and Men</i>	9
<i>Harry Macnamara Retires</i>	11
<i>1964 in Review</i>	13
<i>HMCS Annapolis</i>	18
<i>Afloat and Ashore</i>	21
<i>Suggestion Awards</i>	23
<i>Grilse's Jetty-Bound Cruise</i>	24
<i>Here and There in the RCN</i>	25
<i>The International Look</i>	26
<i>Books for the Sailor</i>	27
<i>Retirements</i>	28
<i>Naval Lore Corner No. 134</i>	Inside Back Cover

The Cover—This dashing picture of HMCS Annapolis, newest addition to the Royal Canadian Navy, was taken by AB William N. Cridland, as the new warship carried out trials off the coast of Nova Scotia. (DNS-34472)

FAMILY PORTRAIT

Years of Canadian and international experiment, experience and equipment design have gone into making HMCS Annapolis one of the most formidable anti-submarine ships afloat. The result is shown on the opposite page, as the trim new vessel carries out power trials in the North Atlantic.

The Annapolis, by ancestry, is a direct descendant of the St. Laurent class of destroyer escorts, the first venture of Canadian naval designers into the field of major anti-submarine ships. The St. Laurent was commissioned late in 1955. Now nine years and 19 ships later the Annapolis goes to sea with equipment (her helicopter deck and hangar and her variable depth sonar system are examples) that had not reached the drawing board stage in those days. (DNS-34471)

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 Secretary Defence Staff, Canadian Forces Headquarters, Ottawa, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of \$2 a year; outside of North America, \$3. Orders, accompanied by cheque or money orders payable to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
OTTAWA, Ontario,
Canada

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

EDITOR,
The Crowsnest,
Canadian Forces Headquarters,
OTTAWA, Ontario.



RCN NEWS REVIEW

What better way of starting the New Year than to get rid of that old, tired blood? With expressions ranging from, "What if they forget to turn it off?" to a devil-may-care, "Well, here we go again!" seagoing personnel of the Pacific Command lined up in HMCS Venture gymnasium for a Red Cross blood clinic on Jan. 7. They set a record that day—580 pints. The clinic was organized by Captain R. J. Pickford, Commander Second Canadian Escort Squadron. (E-79281)

Expedition Lands On Easter Island

Following her arrival off Easter Island on Dec. 13, the RCN's repair ship *Cape Scott* has successfully landed a fact-finding medical expedition in that remote part of the world. The expedition is one of 50 similar ones planned by the World Health Organization to places around the globe.

The *Cape Scott*, busy on other errands in the meantime, will return the members of the expedition to Halifax on March 17.

The ship had not only to supply her own fuel and water requirements but also the medical expedition's entire supply of fuel and its initial supply of fresh water. These requirements included 7,200 gallons of diesel fuel, 800 gallons of gasoline and 1,200 gallons of fresh water.

The off-loading and landing problems centred around the 24 palletized trailers, each weighing 3,600 pounds each, and one two-ton truck used by the expedition.

A wide variety of other equipment, stowed in the ship's holds, was landed on the island and set in operation by the ship's company. These items in-

cluded a mechanical still with a capacity to produce 400 gallons of fresh water a day, a solar still with a capacity

of 200 gallons a day, and salt water pumping gear and equipment.

In addition, there were about 100 tons of medical equipment and supplies, including four deep freezers, four electric stoves, two hot water heaters and flush toilets.

All this equipment was transported in two of the ship's three landing craft, in heavy surf and breakers, through a narrow treacherous channel in the reefs offshore and set up at campsite near Hanga Roa village, two miles overland from the landing site, in less than six days, working from dawn to dusk.

The executive officer of the *Cape Scott*, Lt.-Cdr. Channing D. Gillis, was responsible under the commanding officer, Cdr. C. Anthony Law, for supervision of the entire operation.

Lt.-Cdr. Robert A. Billard served as campsite installation superintendent; Lt.-Cdr. Edward E. Moore, as beachmaster; Lt.-Cdr. Ross E. Thompson as cargo officer; Lt.-Cdr. Alfred E. Shaw as logistics co-ordinator; and Lt.-Cdr. Duff M. Pennie, engineering officer of the *Cape Scott*, as support group co-ordinator and technical adviser.

Lieutenants Charles A. Westrop and Robert B. Manzer served as bridge

Provider Does Carrier Duty

One may not think of HMCS *Provider*, the fleet replenishment vessel, as an aircraft carrier. Yet 52 landings were made on her flight deck in one day.

Hungry eyes were directed at the *Provider* last summer when she anchored in Falmouth Bay near the Royal Naval Air Station Culdrose. It so happens that Culdrose is the base of the advanced training squadron for commando helicopter service and also for helicopter conversion.

Instructors got in touch with the Canadian warship. It appeared the student flyers got a lot of practice aiming at various spots on the tarmac, but eventually they would be serving in ships, and if it weren't too much trouble . . .

On the third day of the visit the *Provider* went to flying stations and helicopter pilots from 847 and 706 squadrons, flying Whirlwinds, started hitting the deck with varying degrees of violence.

However, there were no mishaps, Royal Navy pilots and *Provider* sailors gained experience and everyone had a good time.

watchkeepers while the ship remained at anchor in unsheltered waters.

Cd. Off. James Barlow, ship's electrical officer, was in charge of the electrical installation at the campsite. He had power on within four days of the start of the operation.

The expedition members were moved into their quarters at the campsite on the sixth day, according to schedule.

The complete operation was handled with such expedition that the entire ship's company was provided with the opportunity to tour Easter Island on completion of the project. Despite this, the ship arrived at Valparaiso Dec. 29, two days ahead of schedule.

Proud as they are of being associated with the medical expedition, officers and men of the *Cape Scott* were able to perform yet another service, this time for the Chilean navy. The naval supply ship which comes annually from Chile to the island has been delayed this year because of emergency repairs. So the *Cape Scott* brought off 42 people and 72 tons of island wool to the mainland when she left for Valparaiso.—D.M.P.

Columbia to Join NATO Squadron

The destroyer escort *Columbia*, commanded by Cdr. P. R. Hinton, in February will join a NATO anti-submarine squadron of warships for five months. Britain, the United States and The Netherlands are also each contributing a ship.

The ships will operate first in European waters and later in the western Atlantic. Code name of the operation is "Exercise Matchmaker."

Admiral H. P. Smith, Supreme Allied Commander Atlantic, who scheduled Matchmaker, said it "is an exercise in the sustained sharing of our combined facilities and resources. It will be conducted by Admiral Sir Charles Madden, Royal Navy, NATO's Commander-in-Chief, Eastern Atlantic.

"The exercise in which anti-submarine escorts from Canada, The Netherlands, the United Kingdom and the United States are operating together is no way revolutionary. The exercise is unique, however, as this is the first NATO anti-submarine squadron to be formed to work together as a team for an extended period of time. Due to the short duration of previous combined exercises, the emphasis has been on tactics, and the logistics aspects of sustained operations have not been tested.

"The objective of this exercise is to test the base and logistics facilities of



Clambering down a scramble net from HMCS Jonquiere with a 75-pound pack is Sgt. G. R. Smith of Calgary. Sgt. Smith was with 40 members of the 2nd Bn. Queen's Own Rifles of Canada, stationed in Calgary, who invaded the rugged and almost impenetrable coastal area north of Vancouver Island during exercise "Canlex '64" in the first week of November.

various NATO nations in the support of small ships operating away from their own national bases. During the tactical phase of the exercise, the ships will be employed in the anti-submarine role for which these ships were designed.

"The ships are each manned entirely by officers and men of the individual nation concerned and the idea of mixed crews in an individual ship will not be exercised at any phase of the exercise.

"The squadron will be commanded by Captain D. V. M. MacLeod, RN, and to help in the planning and conduct of the exercise a Canadian officer and a Netherlands officer have joined his staff. The names of the ships participating and their commanding officers are: HMCS *Columbia*, Cdr. P. R. Hinton, RCN; Hr Ms *Overijssel*, Cdr. J. Fennena, RNM; HMS *Leander*, Cdr. T. A. C. Clack, RN, and USS *Hammerberg*, Lt.-Cdr. T. E. Lukas, USN."

Fraser to Join Blast Tests

A destroyer escort of the Royal Canadian Navy will join operational surface ships of the United States Navy in blast tests in Hawaii this winter and spring, Canadian Forces Headquarters announced early in January.

The results of these tests will be used to improve the design of future warships and to determine the ability of today's ships to withstand nuclear attack.

HMCS *Fraser*, of the Second Canadian Escort Squadron based at Esquimalt, has been designated as the RCN test ship. She will be exposed to two of a series of three 500-ton TNT surface bursts off the southwest shore of Kahoolawe Island in the Hawaiian Islands during early 1965. Each of these 500-ton bursts will be similar to the one carried out at Suffield Experimental Station, Ralston, Alta., in July 1964.

The destroyer escort, commanded by Cdr. Richard Carle, of Victoria, sailed from Esquimalt Jan. 12, arriving at Pearl Harbour on the 18th. She was to proceed to the Kahoolawe Island test range at the end of January and undergo the first blast test in February before returning to Esquimalt. She will return to Pearl Harbour March 23 and will then go back to Esquimalt in April.

The Royal Canadian Navy and the Defence Research Board of Canada were invited to participate as an extension of the work carried out at Suffield and as a reciprocal to the facilities extended the United States agencies by the Defence Research Board at the Suffield explosions.

A team of officers from Canadian Forces Headquarters and scientists from Suffield Experimental Station will be in charge of the Canadian phase of the test.

The *Fraser* was accompanied to the Hawaiian Islands by HMCS *Qu'Appelle*, of the Second Escort Squadron, the two ships exercising together during the voyage. While the *Fraser* was participating in the shock test, the *Qu'Appelle* was to exercise independently in the Pearl Harbour area. The *Qu'Appelle* is commanded by Cdr. A. G. Kilpatrick.

The Hawaii tests offer a further means to improve the Royal Canadian Navy's nuclear defence capability, already amongst the best in the free world.

The *Fraser*, a 366-foot, 2,900-ton St. Laurent class destroyer escort, is the only one of the seven in the class which has not begun conversion to carry an anti-submarine helicopter and variable depth sonar. She is scheduled to begin the conversion some time after the tests are completed.

The ship was laid down in December 1951 at Burrard Dry Dock Company Limited, Vancouver, and was completed at Yarrows Limited, Esquimalt, in June 1957. She has been in the Second

Squadron at Esquimalt since her commissioning that year. Her complement is about 210 officers and men.

In October 1962 the destroyer escort *Chaudiere* and coastal minesweeper *Fundy* of the RCN Atlantic Command took part in the underwater shock tests with the U.S. Navy at Key West, Fla. The shock trials had both nuclear and conventional warfare implications.

Exercise Staged At USAF Base

Canadian land and air forces joined in a perimeter defence exercise, known as Exercise Cormorant, at the U.S. Air Force Base, Stephenville, Nfld., from Nov. 28 to Dec. 11.

The RCAF's Air Transport Command flew about 700 soldiers of the 3rd Canadian Infantry Brigade Group from Camp Gagetown to Ernest Harmon Field where they practised defence against a small force of infiltrators and saboteurs provided by the brigade group.

The ocean escort *Victoriaville*, U.S. base security forces, the Canadian Rangers and the RCMP also shared in the exercise.

Yukon Sails For West Coast

The last of the Mackenzie class destroyer escorts to serve on the East Coast, HMCS *Yukon* sailed from Halifax on Jan. 5 for Esquimalt, where her ship's company will be exchanged for that of HMCS *Ottawa*, converted St. Laurent class ship.

The *Yukon*, commanded by Cdr. R. W. Cocks, was to call at San Diego, California, for three days, Jan. 20-23 en route to her new home port, where she was due on Jan. 26.

The *Ottawa*, at present commanded by Cdr. J. P. Côté, will sail in early February for Halifax. She was commissioned at Esquimalt on Oct. 28 following her conversion to a helicopter-carrying, variable-depth-sonar-equipped vessel.

Exercises Begin In Caribbean

More than 4,000 RCN, RCAF and Canadian Army personnel are taking part in a series of anti-submarine and fleet training exercises that began in January in the Caribbean area.

"Exercise Maple Spring" is centred on Puerto Rico and is designed to provide training in surface, air, anti-submarine and bombardment operations for RCN and RCAF forces, with administrative and liaison support from Canadian Army units.

The exercise is under the command of Commodore J. C. O'Brien, Senior Canadian Officer Afloat (Atlantic), and is being held in conjunction with winter training manoeuvres by units of the Atlantic Fleet.

Some detachments of Canadian forces taking part in the exercises are based at the U.S. Naval Station at Roosevelt Roads, Puerto Rico, and administered by a unit of the Canadian Army. RCN and RCAF aircraft are operating from the air base.

The first unit assigned to Exercise Maple Spring to leave the exercise area was the destroyer escort *Columbia*, which sailed Jan. 8. The exercise will terminate with the return of the fleet to Halifax on March 31.

RCN ships taking part at various times are the aircraft carriers *Bona-venture*; operational support ship *Provider*; destroyer escorts *Columbia*, *Terra Nova*, *Annapolis*, *Restigouche*, *St. Laurent*, *Gatineau* and *Chaudiere*; ocean escorts *Cap de la Madeleine* and *Swansea*, the fleet auxiliary tug *Saint John*

and the Royal Navy submarines *Alcide* and *Alaric*.

RCAF Argus aircraft from 404 and 405 Squadrons, Greenwood, N.S., and 415 Squadron, Summerside, P.E.I., are participating. Each squadron is contributing two detachments of up to 75 officers and 80 NCOs and airmen.

Four RCN air squadrons from *Shearwater* are represented in the exercise. Twelve CS2F Tracker aircraft from VS-880 are embarked on board the *Bonaventure*, together with six CHSS-2 Sea King helicopters from HS-50.

This will be the first time the Navy's new Sea King helicopters have been employed in fleet exercises.

Also on board the *Bonaventure*, one Sikorsky H04S helicopter from HU-21 is employed for plane guard duties.

Two Navy T-33 jet aircraft have been provided from VU-32, the utility squadron.

In addition to Army administrative personnel, two bombardment liaison teams, each consisting of two officers and six men, will take part.

How To Interpret

A Fitness Report

A COLUMNIST in the U.S. *Navy Times* says that officers' fitness reports and enlisted evaluation reports aren't the dull reading they may seem. It's all in how you interpret them, and after years of research a dictionary of standard phrases has been compiled. To introduce you to this relatively uncharted expanse on the sea of psychology and increase your understanding of fellow shipmates, here are a few interpretations:

Hardworking (has dirty uniform)

Neat (never does any work)

Performs any assigned task (And that's all)

Ambitious (likes money)

Over-ambitious (wants to be paid as much as I am)

Bright (agrees with me)

Independent thinker (disagrees with me)

Quiet (sleeps most of the time)

Cool in emergencies (doesn't realize what's going on)

Good manager (gets others to do his work)

Adapted quickly (found bar the first day)

Well liked by associates (poor poker player)

Demonstrates leadership (always first at the bar)

Congenial (spends half his time at the bar)

Always cheerful (always half in the bag)

Outstanding administrator (he will see this report)

One of the few outstanding officers I know (he is my brother-in-law and I owe him money)

FIVE-YEAR PROGRAM

The following statement was issued on Dec. 22 by Hon. Paul Hellyer, Minister of National Defence, and

Hon. Lucien Cardin, Associate Minister of National Defence:

THE GOVERNMENT has approved a five-year equipment program for the Canadian armed forces which will enhance appreciably their ability to play their part in the NATO alliance, in United Nations and other peace-keeping operations, and in meeting requirements in Canada.

The five-year program is the result of intensive studies of the forces' equipment requirements to implement the policy and perform the roles set forth in the White Paper on Defence last March.

It will be appreciated that while the program is planned over a five-year period, thus ensuring an orderly process of procurement and re-equipment, it is not inviolable. Changes in the international situation, such as a major, concrete achievement in disarmament, or a heightening of the cold war, inevitably would have an effect on Canada's defence planning.

As stated in the White Paper, major expenditures in the next few years will be designed to re-equip and improve the mobility of the army; provide an adequate air and sea lift for immediate deployment in an emergency; acquire tactical aircraft; and maintain a relatively constant improvement of maritime anti-submarine capability.

Total planned capital expenditure over the five years is approximately \$1,500,000,000.

New Equipment for Services

For the Royal Canadian Navy:

Four helicopter-equipped destroyers (DDH); two operational support ships; one conventional submarine to replace HMCS Grilse; conversion of seven Restigouche class DDs to carry ASROC; 12 additional Sea King (CHSS-2) helicopters; major refit of HMCS Bonaventure; installation of latest ASW detection systems in CS2F Tracker aircraft.

For the Canadian Army:

Additional numbers of M-113 armoured personnel carriers; a new 84mm anti-tank weapon, the Swedish Carl Gustav; a new 81mm mortar incorporating the Canadian C-2 sight; field communication equipment; additional anti-tank wire-guided missile equipment (ENTAC); additional 155mm howitzers; five-ton cargo trucks for service battalions.

For the Royal Canadian Air Force:

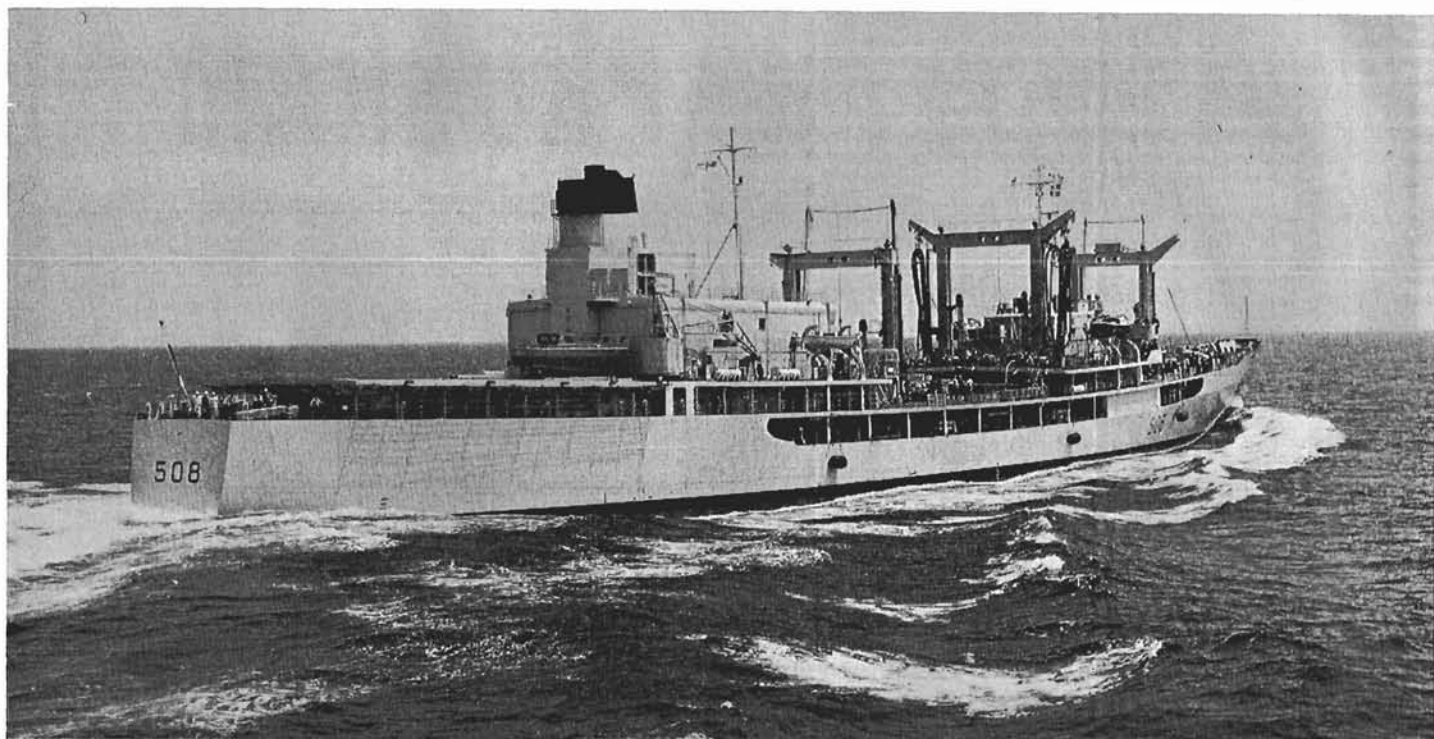
Four additional C-130E Hercules aircraft; 15 Buffalo medium-range transport aircraft; a tactical close ground support aircraft; latest ASW detection systems to be installed in Argus and Neptune aircraft.

Army Needs

To provide mobility for the army, the most immediate need is for armoured personnel carriers. Orders already have been placed for approximately 1,000 M-113 APCs and deliveries have commenced.



Four helicopter-equipped destroyers (DDH) will be built under the five-year equipment program announced on Dec. 22. The new ships will be slightly larger than the Annapolis class destroyer escorts, will have the latest anti-submarine detection equipment and will carry CHSS2 Sea King anti-submarine helicopters. They will have a five-inch gun for shore bombardment and surface action, and provision will be made for later installation of a missile defence system. (CN-6857)



Two operational support ships, improved versions of the Provider, are planned for the Royal Canadian Navy to enable anti-submarine forces to remain on station for much longer periods. One of the new ships will be stationed on each coast and will have a useful sealtift capacity. (508-026)

Improved field communication equipment is essential to the mobility and effectiveness of the ground forces and others will be placed for a new family of radio sets for the field forces.

Procurement will be undertaken of a new anti-tank weapon to replace the Heller, which has been in use in Canadian infantry battalions since 1957. The weapon chosen is the Swedish Carl Gustav, which is also going into service in the British, German and other NATO armies.

Fire-power will also be improved by the acquisition of long-range infantry mortars which are a considerable improvement over the Second World War mortars now in use. The new 81mm mortar that has been selected is an agreed standard weapon in Canada, Britain, the U.S. and Australia and incorporates the Canadian C-2 sight.

Additional anti-tank guided missile equipment will be procured to complete the equipping of the anti-tank battalion.

It is also intended to introduce into the service battalions five-ton cargo trucks which will provide a more economical and efficient solution to the army supply problem than the old 2½-ton vehicles now in use. This replacement will begin during the coming year.

The problems associated with improved fire-power of the artillery are under study and some steps have already been taken by providing additional 155mm howitzers for the 4th Canadian Infantry Brigade Group in Europe. The present studies encompass the possibility of obtaining self-propelled artillery as a

further means of stepping up the mobility of the ground forces.

It will be necessary during the time period to consider a replacement for the Centurion tank. Studies will be undertaken in this respect.

There is a requirement for a variety of light portable and air-droppable engineering equipment for the Special Service Force. Procurement of this equipment will begin next year.

Air Transport

TO SUPPLEMENT further the air transport capability of the RCAF, four additional C-130E Hercules aircraft will be ordered. This will provide a fleet of 24 aircraft of the long-range, "air truck" variety, representing a major improvement in airlift capacity.

An initial order will be placed for 15 Buffalo aircraft from de Havilland Aircraft of Canada, Limited. This is a short take-off and landing transport aircraft of medium range with considerable capacity for air-lifting either troops or cargo. Its acquisition will enhance still further the flexibility of the forces and is in line with the White Paper concept of developing tactical mobility.

To enable the Canadian Forces to mount an effective ground-air effort as a national team, the RCAF will obtain a tactical close ground support aircraft. This aircraft does not need to be as complicated as an all-purpose aircraft would be and therefore not as costly. The lack of complication should also result in

greater ease of maintenance and operation. The specific aircraft has not yet been selected. Studies are continuing and a decision will be made within a few months.

New Ships, Weapons

FOR THE MARITIME Forces, sea and air, there will be significant additions in ships, detection devices and weapons systems, plus an improved sea-lift capability for military equipment.

It is intended to order construction of six ships for the Royal Canadian Navy: four helicopter-equipped destroyers and two operational support ships. In addition, toward the end of the time period it is planned to acquire a conventionally powered submarine to replace HMCS *Grilse*, the ASW training submarine on loan from the U.S.A. and based on the west coast.

Designed as anti-submarine ships, the helicopter-destroyers (DDHs) will be slightly larger than the most recently completed anti-submarine escorts of the Annapolis class. They will be fitted with the latest submarine-detection equipment and will carry the CHSS2 Sea King anti-submarine helicopter, which is capable of carrying both sonar and armaments. Space will be

provided on the ships for the later installation of a suitable missile defence system when this becomes available. The ships will carry a 5-inch gun for shore bombardment and surface action.

Restigouche Conversion

COMMENCING NEXT YEAR, the seven Restigouche class destroyer escorts will progressively undergo conversions involving the installation of variable depth sonar and other equipment which will significantly improve their submarine-detection capability. They will also be equipped with a rocket-assisted homing torpedo delivery system, known as Asroc, which has a much greater range than the present anti-submarine weapons in these ships.

Procurement of Sea King helicopters will continue with a further order of 12. These helicopters will operate from the aircraft carrier *Bonaventure*, the converted St. Laurent class destroyers, the two Annapolis class ships and the four new helicopter-destroyers.

When these programs are completed, there will be a desirable mix of helicopter and Asroc anti-submarine weapon systems in the fleet.



The Buffalo aircraft to be supplied to the RCAF is a medium transport, built by the de Havilland Aircraft of Canada. It can airlift 41 fully equipped soldiers or 35 paratroops over 700 miles and return to base when long-range fuel tanks are installed. As a cargo carrier, it has a five-ton-plus capacity and is designed for short take-offs on rough ground. (PL-145048)



This year will see the beginning of the progressive conversion of seven Restigouche class ships with a view to increasing their ability to detect and attack submarines. Variable depth sonar and other equipment designed to improve detection capabilities will be installed and the ships will be equipped with a rocket-assisted homing torpedo delivery system (Asroc). (CN-6852)

A major refit of the *Bonaventure* is scheduled for 1966-67, with initial expenditure commencing during the next year. The refit will include rearrangement of fighting and living spaces, new radars, and improved support facilities for the CHSS2 helicopters.

Two Support Ships

THE TWO operational support ships planned for construction will be improved versions of HMCS *Provider*. These ships, one of which is intended for each coast, will increase several times over the capability of the navy's anti-submarine forces to remain continuously on station in an emergency. As such, they will materially increase the cost-effectiveness of the RCN ASW fleet.

Alternatively, the operational support ships will be used to carry vehicles and their crews as well as bulk equipment, should they be needed for sealift purposes. Together with the existing capacity of the *Bonaventure* and the *Provider*, there thus will be a very useful sealift capability in the fleet.

The Argus and Neptune maritime aircraft of the RCAF and the CS2F Tracker aircraft of the RCN will

be improved by the installation of the latest ASW detection systems.

It may be necessary to replace the RCAF's maritime planes, but these aircraft still have a number of years' useful life left and for some time to come it will be a matter of keeping their systems up-to-date. Studies useful in making a decision on replacement aircraft will be conducted.

Costs To Be Cut

TO MAKE funds available for equipment programs within specified budgetary limits, priority has been given to reducing operation and maintenance costs. As has been pointed out previously, the amount allocated to equipment, as opposed to operating expenses, has fallen progressively over the last 10 years.

One of the principal factors in reducing operation and maintenance costs will be the savings that will accrue from the integration of service headquarters and other establishments and the consequent reduction of "overhead". This is a relatively long-term project, but already some positive results are apparent, and in the next year the proportion of expenditures allocated to equipment will turn upward.

OFFICERS AND MEN

Exchange Officer Killed in Crash

Sub-Lt. Allen Leonard Alltree, 24, of West Vancouver, was killed in a helicopter evacuation mission during the northern California floods before Christmas.

One of four RCN pilots in exchange appointments with U.S. Coast Guard squadrons, he was co-pilot of a San Francisco-based Coast Guard helicopter which crashed Dec. 22 with a number of evacuees on board. The wreckage was found by a ground search party Dec. 26.

Born in Sydney, Australia, Oct. 1, 1940, he was enrolled as a naval cadet at HMCS *Venture* in 1959 and took early flying training with the RCAF at Penhold, Alta., and Saskatoon. He began helicopter training at HMCS *Shearwater* in 1963 and in May of 1964 began a two-year loan period to the U.S. Coast Guard. There is an RCN pilot with the Coast Guard in New York and two others in San Diego.

One of the latter, Sub-Lt. Leslie T. C. East, came from San Diego as escort for the remains, which were flown to West Vancouver Dec. 29. The late Sub-Lt. Alltree's uncle, Ernest William Coulson, lives there. The parents, Mr. and Mrs. Leonard Alltree, live in Hong Kong.

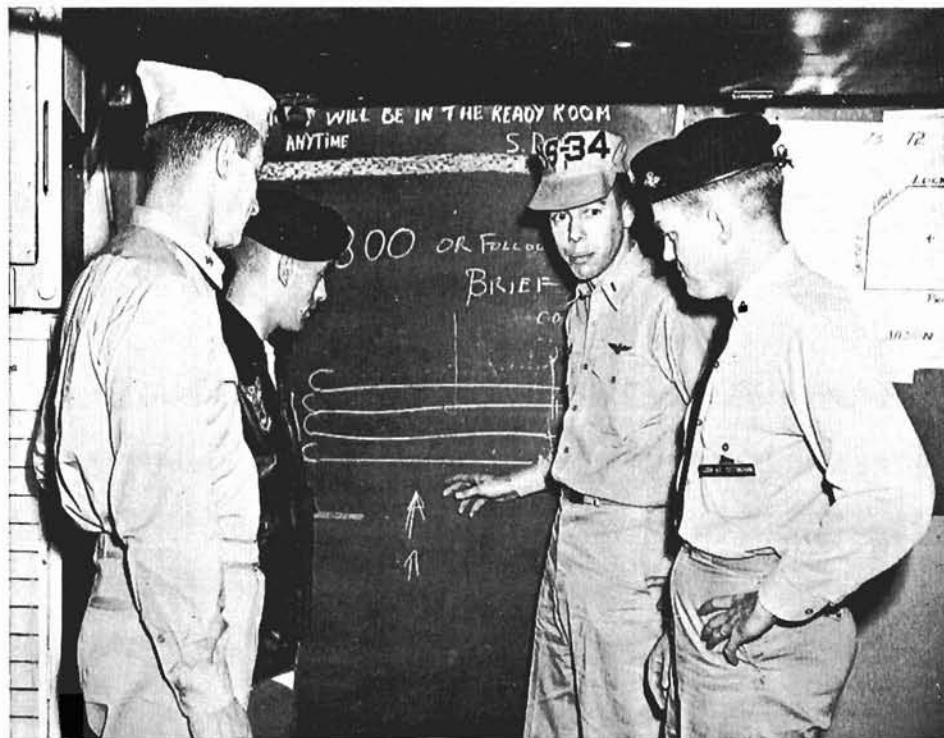
The December 1964 issue of *The Crowsnest* contains an account of the part played by Sub-Lt. James L. Lewis, serving with the U.S. Coast Guard on the East Coast, in rescue operations following the collision of the Norwegian tanker *Stolt Dagali* and the Israeli cruise ship *Shalom*.

Captain Leir CO of Squadron

Captain Richard H. Leir has been appointed Commander First Canadian Escort Squadron at Halifax, effective January 18.

He has been at Canadian Forces Headquarters in Ottawa since August 1964 and before then commanded HMCS *Venture*, junior officer training establishment in Esquimalt.

Captain Leir entered the RCN as a cadet in 1940. In the Second World War he witnessed the sinking of the battle cruiser HMS *Hood*, survived two ship



RCN pilots from 880 Squadron are briefed by USN pilots during joint operations in the USS Essex, ASW carrier based at Quonset Point. Canadian naval airmen operated from three U.S. carriers, the *Wasp*, *Intrepid* and *Essex*, in recent months while the *Bonaventure* was undergoing refit. Shown left to right, are Lt.-Cdr. H. L. York, USN; Lt. S. E. McGowan, RCN; Lt. (ig.) W. S. Benton, USN, and Lt.-Cdr. Anthony Cottingham, RCN. (Official USN Photo)

sinkings in other actions with the enemy and for three years was officially listed as dead while actually a war prisoner of the Japanese.

He is also a veteran of the Korean war theatre, having served throughout the first tour there on the destroyer *Athabaskan*.

Since then he has commanded the destroyer *Crusader*, ocean escort *Sussexvale* and destroyer escort *Skeena*.

16 Cadets from Lower Deck

Sixteen naval cadets on the campus of the University of British Columbia in Vancouver are somewhat different from naval cadets of the Regular Officer Training Plan. They are all ex-members of the RCN lower deck.

The 16 cadets were enrolled at UBC under the terms of the College Training Plan, a scheme whereby the navy selects promising officer material from the lower deck and puts them through university in much the same way as

cadets from shore in the ROTP, the normal avenue to commissioned rank in the regular force.

The College Training Plan cadets at UBC, with their former ranks, are:

Petty Officers William M. Miles, Bernard S. Price, Glenford W. Armstrong, Bruce H. Baxter and Michael R. Gibson.

Leading Seamen Leonard T. Burt, Robert A. Kelly, Gunter Lauckner.

Able Seamen Brian J. Callow, William S. Hayson, Michael A. Lehner, Douglas V. Logan, Donald K. Orr, Murray D. Slater, Richard A. Turpin and Barry L. Wilson.

Cdr. Chadwick On NATO Course

Lt.-Col. Jacques P. Francis and Cdr. E. M. Chadwick will attend the NATO Defence College, Paris, beginning in February, Canadian Forces Headquarters announced in January.

Both officers have been in staff appointments at Canadian Forces Headquarters, Ottawa. On completion of the

course in July 1965, Col. Francis will assume an appointment in the logistics branch of Supreme Headquarters Allied Powers Europe in Paris. Cdr. Chadwick's new appointment will be announced later.

Two other Canadian military officers will also attend the course. They are Lt.-Col. J. B. Beer and W/C F. Watson.

New Captain for Saskatchewan

Cdr. Maurice A. Turner has taken command of the destroyer escort *Saskatchewan* in the Second Canadian Escort Squadron, based at Esquimalt.

He was formerly Naval Member, Joint Telecommunications Group, at Canadian Forces Headquarters, in Ottawa.

Born in Winnipeg, Cdr. Turner entered the Navy in 1943. He commanded the Halifax-based coastal escort *New Liskeard* in 1954-56 and is qualified as a specialist in naval communications.

PO Tops Course For Machinists

PO Gordon D. Horwood was the top graduate in a recent 25-week machinist's course held in the Fleet School at HMCS *Stadacona*.

As the top graduate, PO Horwood received a micrometer presented by Peacock Brothers Ltd., manufacturers of auxiliary equipment for the RCN.

He attended Stanley Road School in Teddington, Middlesex, before joining the Navy in October 1941. He is married to the former Dorothy D. Grouke of Chester, England.

Doctor Heads Defence Group

Dr. Carman H. Weder, of Saskatoon, a former wing commander in the RCAF was elected president of the Defence Medical Association of Canada at its 37th annual meeting held recently in Ottawa.

An associate professor at the University of Saskatchewan and a staff member of various Saskatoon hospitals, Dr. Weder will preside over a council consisting of a number of well-known medical men from all parts of Canada.

They are Colonel J. E. H. Miller, of Halifax, Lt.-Col. H. Stansfield and Lt. Col. E. J. Bowmer, of Vancouver, Surgeon Cdr. D. H. Starkey and Colonel Paul Martin, of Montreal, Major P. Ryan, W/C Norman Bradford and W/C J. N. Swanson, of Toronto, and Lt.-Col. H. A. Proctor, of Ottawa.

Consisting of serving or retired medical or non-medical officers of the Cana-

dian Forces Medical Services, United Kingdom and the U.S.A., the Defence Medical Association fosters the development and efficiency of the Canadian Forces Medical Services through recommendations, liaison and the dissemination of medical knowledge.

Cadets Assist During Visit

Eleven French-speaking RCN Short Service Officer Plan cadets from HMCS *Venture* served as liaison officers during the visit to Victoria of 150 Quebec mayors and their wives during the week-end of Nov. 14-15. The cadets, all from Quebec province, were:

Pierre Bordua, of Sherbrooke; Maurice J. Demers, of Ste. Anne-de-Bellevue; Marcel Tremblay, of Longueuil; Yves J. Amiot, of Montreal; Real Dubois, of Boucherville; Joseph R. Allaire, of Montreal; Joseph J. Gagnon, of Ste. Foy; Yves Trottier, of Ste. Anne de-la-Perade; Pierre C. Allard, of Hull; Claude R. LeClerc, of Quebec City, and Jacques Vallée, also of Quebec City.

Captaincy for Halifax Officer

Captain Michael W. Anketell-Jones, of Victoria and Halifax, has been promoted to his present rank in the Royal Canadian Navy. Since last July he has

been Assistant Chief of Staff (Operational Readiness) to the Flag Officer Atlantic Coast at Halifax.

Born in Victoria, Captain Anketell-Jones entered the RCN as a cadet in 1941 and took specialist engineering training in Royal Navy ships and establishments.

Since then he has held a variety of engineering and technical appointments in the RCN, afloat and ashore, including engineering duties at Canadian Forces Headquarters, Ottawa.

Before taking up his current appointment on the East Coast, Captain Anketell-Jones was Assistant Director of Marine and Electrical Engineering (Mechanical Engineering) at Headquarters.

Thanks Extended To Radio Stations

The communications services provided by the RCN radio stations at Frobisher Bay and Albro Lake during the Arctic shipping season have drawn the gratitude of the Military Sea Transport Service of the USN.

"Please extend my appreciation to the officers and men for their proficient and effective operation of this communication link to our ships during the 1964 Arctic season," said a message from Rear-Admiral Frank L. Johnson, USN.



The Gibson Trophy for the best attendance record of a Royal Canadian Sea Cadet Corps of more than 100 members was won last year by RCSCC Swiftsure, Brandon, Man., in competition with corps all across Canada. The trophy was presented in early December by J. D. Walker (far left), national vice-president of the Navy League of Canada, to Ernie Forsythe, president of the Brandon branch of the Navy League. Also shown are R. S. Bass, sea cadet chairman; Lt.-Cdr. L. G. Smith, commanding officer of Swiftsure, and L. D. McMurray, president of the Manitoba division of the league.

FIFTY YEARS WITH THE RCN

LAST NOV. 14, Harry N. Macnamara attained a youthful 65 years of age, an anniversary that portended his early retirement after half a century of service as a civilian employee of the Royal Canadian Navy.

His association with the naval service antedated by several years the actual formation of the RCN, for his family took up residence in House No. 6 in HM Dockyard, Halifax, in 1906 when his father was stores chief of the Department of Marine and Fisheries at Halifax, and lived there until the formation of the Royal Canadian Navy in 1910. Control of the dockyard passed to the Dominion of Canada officially on Jan. 1, 1907, so that when young Harry Macnamara first scampered about the roadway and jetties it still was Royal Navy territory.

The dockyard houses, including No. 6, were built in 1816, even before the Admiralty House, and were occupied down through the years by senior dockyard officials. They are still in use. The space between inner and outer walls is filled with rubble and accordingly they are described as of "brick nogging" construction, a type of building long since abandoned.

With these early beginnings and a continuous association with the Navy ever since, Mr. Macnamara has been described as a walking history of the RCN and few would argue that there is anyone else living today with a better firsthand knowledge of the Canadian naval service.

He was educated in Alexander School and Halifax County Academy, both in Halifax, and went on the Navy's payroll on June 15, 1915, as a messenger for the Naval Intelligence office. When he completes his retirement leave next June 30, he will have been with the RCN for 50 years and 15 days.

What was to be his specific career began when he joined the Naval Stores office on Sept. 14, 1916. He remained with it until he was transferred to Ottawa on May 15, 1955, as Deputy Director of Naval Stores, becoming director in April 1957. From April 1, 1961, until going on retirement leave at the end of December, he was Director Fleet Supply Administration.

He was on duty in the dockyard on December 6, 1917, the day of the Halifax explosion that cost 2,000 lives and



Harry Macnamara receives a montage of Directors of the Naval Services and Chiefs of the Naval Staff. He served under them all during 50 years on the naval side of the Civil Service. Making the presentation on the occasion of Mr. Macnamara's retirement in December, is Rear-Admiral J. B. Caldwell, (right), Chief of Naval Technical Services. Mr. Macnamara, veteran of service in Halifax and Ottawa, was Director of Fleet Supply (administration) before retirement. The montage, appropriately enough, was entitled "Macnamara's Band." (O-15916)

did such extensive property damage. Some 6,000 persons were injured and 10,000 left homeless.

"A piece of steel as big as a desk came through the roof of my office," Mr. Macnamara recalled, "I never ran so fast in my life."

He spent the rest of the day working in the explosion area, giving what assistance he could to the injured. One man, found unconscious on the street, recovered his senses to relate a story of having been blown from the deck of his ship in harbour and carried half a mile inland by the huge wave created by the explosion of the munitions ship *Mont Blanc*. Young Macnamara returned home to find that his family had been searching for him all day. The next day he returned to work. The dockyard area where his office was located was almost completely devastated and deserted.

He has memories of ships sailing out of Halifax during the war years, never to return. One such was the corvette *Charlottetown*, torpedoed in the St.

Lawrence on Sept. 11, 1942. He had helped provision her before she sailed. The *Charlottetown's* companion ship on that occasion, the Bangor minesweeper *Clayoquot*, was torpedoed in the Halifax harbour approaches on Christmas Eve, 1944.

During the Second World War, Mr. Macnamara watched the Halifax civilian staff of naval stores (later known as "naval supply") rise from 25 in 1939 to 1,000 within two years and then drop back to its present figure of around 500.

He watched the navy turn from coal to oil to fire its boilers, a transition that was more emphatically brought home to him because of his employment as port coaling clerk, from 1917 to 1920. He was responsible to the port coaling officer for the receipt and issue of coal to HM and HMC ships, the maintenance of coal storage—huge piles of coal on two wharves, one in the dockyard and the other at Pier 9 in the north end of Halifax—carrying out tests to make sure the coal piles did not burst into flames

from spontaneous combustion, and reporting on the unloading of colliers and the coaling of ships.

"They used to load that coal in baskets and carry it on board on their shoulders—cooks, officers, the lot of them, except the ship's band, which played during the loadings."

Mr. Macnamara was married in 1950 to Elva M. Curry and they have one son Brian Robert. They make their home at 373 Third Ave., Ottawa.

A member of numerous organizations,

he has taken particular delight in organizing Little League baseball, was vice-president of the first Little League Ball Club in Ottawa and is a Gyro Club trustee of the Little League Baseball Fund.

As befits a man who has served under every Chief of the Naval Staff the Royal Canadian Navy has had, Mr. Macnamara is an honorary member of the Naval Officers' Associations of Canada, Ottawa branch, and the Bytown officers' mess.

CONFEDERATION PARTY A LA 1864

IN SEPTEMBER 1864 the Fathers of Confederation, assembled in Halifax, were guests at a "sumptuous" public banquet at the Halifax Hotel on Hollis Street. Following an elaborate repast, the 130 guests were entertained with toasts and speeches by the principal delegates, far into the night.

Among the guests and seated at the delegates' table between Charles Tupper and Georges Cartier, both of whom were later knighted, was Vice-Admiral Sir James Hope, Commander of the North American Squadron based in Halifax.

On Sept. 3, 1964, the meetings of the Fathers of Confederation was re-enacted, the parts of the Fathers being portrayed by several well known actors of stage, radio and television. It fell to Lt.-Cdr. R. A. Jones, of HMCS *Stadacona*, to play the part of the admiral. The full dress uniform of an admiral of the day was obtained from several sources, the main one being the Maritime Museum, which kindly lent a commander's full dress coat, epaulette, sword and sword belt. By use of needle and thread and some of Commodore Ralph Hennessy's discarded broad lace, the commander's stripes were converted to those of a rear-admiral and a reasonable approximation achieved.

The dinner, given by the Government of Nova Scotia, was held, appropriately, in the Commonwealth Room of the Nova Scotian Hotel. The menu was based on that of 1864, but a later engagement necessitated that speeches be somewhat curtailed.

The evening was completed by attendance at the special performance of "John A. Beats the Devil" at the Neptune Theatre.

Although the "admiral's" appointment was probably one of the briefest on record, it was nonetheless most enjoyable for all that.



LETTERS

Sir:

In the Christmas number of *The Crownsnest* the complete article, "How Canada Went to War in 1914", was particularly interesting to me for several reasons. In October 1914 while employed on Canada's East Coast I witnessed the departure of various groups of transports carrying the First Canadian contingent to their rendezvous in Gaspé Bay. Later I met and aided various units being escorted on the way to combat from U.K. ports.

While on patrol and escort duty in Motor Launch 81 in the North Sea early in the year 1917 our ship received a general Admiralty signal to observe closely a dazzle-painted ship with irregular patterns due to pass through our area in daylight. We were to send a report regarding an Army and Navy stores supply vessel en route to Scapa. She met us during the morning watch the following day. The combination of a zig-zag course and off-centre painted bow was quite confusing. Our captain told me later it was the first actual attempt at marine camouflage, although Norman Wilkinson (also serving as a lieutenant RNVR) had been practising with cardboard models at eye level on his wardroom table for sometime.

Just how effective the plan proved in throwing enemy submarines off aim, we never did find out. Subsequently it was noticed that when silhouetted in certain lights there was little or no difference in appearance.

Lord Jellicoe mentions the inauguration of dazzle painting for ships in *Crisis of the Naval War*.

J. R. HUNTER

Captain, RCNR (Ret)

150 Sherwood Ave.,
London, Ont.

Something To Blow About

A unique and unusual display opened in December in the Marine Museum of Upper Canada, Exhibition Park, Toronto.

A large collection of whistles and other marine items of some 40 famous ships which used the Port of Toronto during the last 80 years went on display.

The whistles were collected by Harold Dixon, former president of Toronto Dry Dock, from lake steamers such as the *Corona*, *Garden City*, *Northumberland*, and *Lakeside*, as well as from the Toronto Island ferries *Mayflower*, *Primrose* and *Bluebell*.

1964 IN REVIEW



The ocean was serene as the *Bonaventure* and her attendant destroyer escorts of the Fifth Escort Squadron, the *Kootenay*, *Terra Nova*, *Chaudiere* and *Columbia*, steamed across the Atlantic toward the Mediterranean and exercises early in 1964. The ship's company took advantage of the sunny day to spell out the carrier's nickname, "Bonnie". But the serenity was not to last long. The *Bonaventure* was recalled from the exercise to transport supplies and equipment for Canada's component of the Cyprus peace-keeping force. (BN-5176)

FOR THE Royal Canadian Navy, the year 1964 was something like Shakespeare's description of Cleopatra—of "infinite variety".

New equipment, cutbacks, a Royal tour, the cyclic system, search and rescue on stormy seas, Cyprus, a trail-blazing medical mission, a world cruise, a gamut of NATO, bilateral, national and interservice exercises . . . those were the sort of headlines the Navy made for itself in its 55th year.

Perhaps the biggest news of 1964 came just before Christmas. Defence Minister Hellyer and Associate Minister Cardin announced a five-year equipment program for the Canadian armed

forces to "enhance appreciably their ability to play their part in the NATO alliance, in United Nations and other peace-keeping operations, and in meeting requirements in Canada."

In essence, the Navy will get six new warships — four helicopter - destroyers (DDH) and two operational support ships similar to the *Provider*. The seven Restigouche class ships will be equipped with new anti-submarine detection equipment and the anti-submarine rocket (Asroc). Twelve CHSS-2 anti-submarine helicopters will be acquired over and above the 24 Sea Kings previously ordered. Trackers will be fitted with the latest ASW detection systems

and the aircraft carrier *Bonaventure* will have her half-life renovation in 1966-67. Towards the end of the five-year period, it is planned to acquire a conventionally powered submarine to replace the *Grilse* on the West Coast.

The year had its ups and downs for the RCN and the RCNR. Cutbacks in the number of naval divisions were carried through from the fall of the previous year, although two resumed operation after a period of "freeze" and careful review.

By the end of March, the RCN had paid off all but one Tribal class destroyer escort and put in reserve a repair ship, 10 minesweepers and a small

number of auxiliary vessels. Some of the warships and auxiliaries were taken in hand for disposal.

But even before the five-year equipment program was announced, there were immediate gains to be reckoned, HMCS *Nipigon*, first new-construction destroyer escort to embody the helicopter capability and variable depth sonar, joined the fleet May 30 from Sorel, Que. Her sister ship, the *Annapolis*, commissioned Dec. 19 at Halifax. On the West Coast the *Ottawa* commissioned Oct. 28 following lengthy conversion to the same capabilities, making her the third of the seven St. Laurent modernizations to join the fleet.

In naval aviation, the first military helicopter to be assembled in Canada, a Sea King, rolled off the line at United Aircraft of Canada in Longueuil, Que., and was delivered to *Shearwater* in September. The Navy meanwhile was flying four Sea Kings which had been obtained from the main Sikorsky plant in the U.S.A. while Canadian production of the remaining 20 ordered got going. By the end of the year the RCN had six of the machines.

ALTHOUGH in the process of disbanding certain shore activities and paying off older ships, the RCN had its units in high gear at the beginning of the year. The aircraft carrier *Bonaventure* and five destroyer escorts were en route to the Mediterranean for exercises and visits to Italy and southern France. Three West Coast ocean escorts (formerly known as "frigates") were headed for South America



Four ocean escorts of the RCN travelled far on University Naval Training Division cruises. They were the Fort Erie, New Waterford, Victoriaville and, shown here during a visit to the famous British naval base at Chatham, Kent, the Inch Arran. (British Information Services photo)

on a training cruise for the first class of Short Service Officer Plan cadets at *Venture*. The destroyer escorts *Fraser*, *Mackenzie* and *St. Laurent* were steaming to a large scale Commonwealth exercise in the Bay of Bengal, after which the *St. Laurent* proceeded to Halifax via Suez, reaching her new home port by way of a world cruise from Esquimalt. So the familiar slogan "Go places, Go navy" had a sterling ring to it.

Four destroyer escorts out of Halifax called at Leghorn, Italy, and this made possible, a private, 20-minute audience for 70 RCN personnel with His Holiness, Pope Paul VI, in the Vatican, and a later audience for nearly 300 sailors.

Four ocean escorts in February began an Operations Team Training course with a Halifax-based British submarine in Bermudian waters. It was a busy spring for ships of both Atlantic and Pacific commands.

The first of three submarines ordered from the Chatham dockyard, to be named *Ojibwa*, was launched Feb. 29 by Lady Miers, wife of Rear-Admiral Anthony Miers, VC, a Second World War submarine hero. On June 18 the keel of the *Onondaga* was laid in the yard. Third of the order will be called *Okanagan*.

BIG HEADLINES broke in March. The destroyer escort *Athabaskan* at the beginning of the month was steaming in heavy seas after passage of a severe storm. She diverted to SS *Amphialos* and with great difficulty extricated 34 crew members from the stern half of the tanker which the storm had broken in two. Getting them off was a feat of seamanship which inspired mariners round the world.

At the close of the year, a storm savaged the Canadian Atlantic and aircraft as well as ships of the RCN were on search and rescue missions under next-to-impossible operating conditions.



Four hundred and thirty years ago Jacques Cartier landed at the mouth of the Kildare River in Prince Edward Island and sought the friendship of the Indians there. Last summer officers, cadets under training and men of HMCS New Waterford, under the direction of Mayor Moore, landed by longboat at the same spot and re-enacted the scene, thereby entertaining the Indians, the residents of nearby Alberton (whose celebration it was) and subsequent CBC-TV audiences. There was one slight anachronism: Whoever heard of a fibreglass longboat?



HMCS Oriole acquired a new blue and yellow spinnaker in 1964, but it still wasn't enough to enable her to win the Swiftsure classic. The photo was taken by one of the Oriole's ardent fans, James A. McVie, who has established an international reputation as a marine photographer.

The destroyer escorts *Gatineau* and *Terra Nova* helped extinguish a fire on board the trawler *Primo* off Halifax on the storm's eve and the *Terra Nova* brought five of the crew members to Halifax. Later the ocean escort *Cap de la Madeleine* located the overturned lobster boat *Jane and Judy* and the *Swansea* took part in the search for the trawler *Acadia Sea Hawk*.

Search and rescue activity on both coasts of a less spectacular nature took place throughout the year. The biggest story from the West Coast involved the Fourth Canadian Escort Squadron's five ocean escorts en route to Hawaii in mid-August. They had raced to a distressed tug on fire 950 miles northeast of Honolulu and, although not the first on the scene, took 12 survivors on board and brought them to San Francisco. Medical treatment in the *Jonquiere* undoubtedly saved the life of the seriously burned chief engineer.

Back in March, the Cyprus problem, escalating to all-out civil war, was brought to the United Nations peace-keeping sphere. In addition to an airlift of Canadian soldiers to the troubled Mediterranean island, heavier equipment had to go from Canada too.

The aircraft carrier *Bonaventure* was recalled from a NATO exercise near Gibraltar and, after a fast turn-around, sailed from Halifax March 18 "at best

possible speed" to deliver Army personnel, vehicles and supplies to Famagusta.

Accompanying her as she pounded down a stormy Mediterranean was the destroyer escort *Restigouche* which had detached from the NATO exercise to accompany the *Bonnie* and be her plane

guard when she finished the Cyprus assignment at the end of that month.

The *Bonaventure* then went to Norfolk, Virginia, there to try the U.S. Navy's compact fighter bomber in flying operations.

THERE WERE three NATO exercises during the year, and the usual Canada - U.S., Canadian - Britain and Canada-Commonwealth actual and paper exercises. But the promise of integration and the emphasis on interservice co-operation to common ends had early demonstration. In April, exercise Mohawk took place in the Shelburne area of Nova Scotia. Ships and troops got their fair share of joint activities here. Other exercises followed on each coast. For example, a large-scale Army-Navy exercise, "Yeoman", was underway in the fall in Newfoundland while CANLEX '64 on a smaller scale was taking place on a remote part of Vancouver Island. There were others, of course, Army-Air Force, Army-Navy and of a tri-service nature, not forgetting the fact that maritime forces of the RCN and RCAF have had integrated commands and mutual, day-to-day activities since 1959.

Yet another RCN highlight in 1964: it was announced on April 24 that CPO J. H. K. Lay was awarded the George Medal for his daring rescue of a drowning man in Nova Scotia two years before.

The Navy continued to fight forest fires, hunt for lost people, dive for



The year 1964 saw the inauguration of a new award—an officer's sword to be presented annually by the Canadian Naval Association to the top graduate of the 12-month Limited Duty Officers' Qualifying Course. The first presentation was made in July to Cd. Off. Thomas Miller by Herbert Maynard, CNA president, of Oshawa, Ont., during ceremonial divisions at Cornwallis. Captain J. M. Paul, commanding officer of Cornwallis, looks on. (DB-19148)

NAVAL DIVISIONS REDUCED TO 16

THE FORMER RCNVR had 16 half companies and companies across Canada when the wavy navy was established in 1923. The naval divisions increased modestly in number until in recent years they reached a peak of 22 stretching from the Avalon Peninsula in the east to Prince Rupert in the west.

There has been another turn of the wheel and once again there are 16 naval divisions, not all the same as in 1923.

In the reorganization of the naval reserve early last year, it had been decided to reduce naval divisions to 14 from 21 and eliminate tenders. The matter was reviewed in conjunction with studies of the Army militia and RCAF auxiliary, and the fate of some divisions left in abeyance for the while.

HMCS *Chatham*, in Prince Rupert, B.C., closed down on March 31, 1964. It was decided not to reopen this naval division. It was also decided not to reactivate naval reserve air squadrons VC-920 (Toronto) and VC-922 (Victoria). HMCS *Scotian*, one of the original half-companies of the RCNVR, was closed down at Halifax but reactivated.

HMCS *Malahat*, Victoria, also was given a reprieve. Both divisions are provided with RCN accommodation in their respective naval ports.

However, the naval presence in the Prairies, Ontario and Prince Edward Island has been reduced. HMCS *Non-such*, Edmonton, and HMCS *Queen*, Regina, paid off on Nov. 30. The Kitchener tender to HMCS *Star*, Hamilton, closed down Nov. 13. HMCS *Prevost*, London, Ont., paid off Dec. 1 and HMCS *Queen Charlotte*, Charlottetown, ceased to function Dec. 16.

Divisions remaining in existence from coast to coast are as follows:

Malahat, Victoria; *Discovery*, Vancouver; *Tecumseh*, Calgary; *Unicorn*, Saskatoon; *Chippawa*, Winnipeg; *Grif-fon*, Port Arthur; *Hunter*, Windsor; *Star*, Hamilton; *York*, Toronto; *Carle-ton*, Ottawa; *Cataraqui*, Kingston; *Don-nacona*, Montreal; *Montcalm*, Quebec City; *Brunswick*, Saint John, N.B.; *Scotian*, Halifax, and *Cabot*, St. John's, Nfld.

HMCS *Carleton* in Ottawa now shares its quarters with the 30th Field Regi-

ment of the Royal Canadian Artillery (Militia). The divisions which have closed down have been turned over to the Army in every case except for the Kitchener tender, which occupied a leased building.

The matter of accommodation for Royal Canadian Sea Cadets and Navy League Cadets is the responsibility of the Navy League but through the years the Navy and the League have reached understandings about accommodation wherever possible in naval quarters. The upset to this arrangement in the cutback of reserve divisions was taken into consideration by Associate Defence Minister Lucien Cardin who ruled that where possible National Defence properties would be made available.

Although regular and militia formations of the Army have taken over the former naval reserve quarters, it has been possible to provide for the Sea Cadets and Navy League cadets in all cases but Kitchener, where a national defence property situation was not involved in the RCNR cutback.

drowning victims, and lend strong support to blood donor organizations and charities in their neighbourhoods.

The Navy also lent a hand to the annual meetings of the Navy League of Canada in Edmonton, the Naval Officers' Associations in Halifax and the 10th annual reunion of the Canadian Naval Association, which drew 3,000 delegates to Kitchener.

The matter of providing summer training for some 600 cadets of the Regular Officer Training Plan and University Naval Training Divisions meant five cruises were mounted in the Atlantic and Pacific Commands in the summer months. The ROTP cadets went to Hawaii in two cruises of the ocean escorts based at Esquimalt. UNTDs in Halifax-based ocean escorts had three cruises, two of them overseas. During one, the *Outremont* detached to lie off Omaha Beach for 20th anniversary observances of D-Day.

THE NAVY was host to the Special Committee on Defence late in July. In January, Defence Minister Hellyer and Deputy Minister Armstrong had seen the Navy on the East Coast go through its paces. Now Associate Minister Cardin accompanied the Parlia-

mentarians, toured Halifax naval facilities, visited SACLANT headquarters in Norfolk for further briefings and familiarization and also went to sea in destroyer escorts taking part in OTT 2/64 off Bermuda.

That was the month that the killer whale "Moby Doll" (later found to be Moby Dick) was captured in Vancouver. Nine Navy divers YMT9 and surplus Navy netting combined to form a pen for the scientific find.

It was also the month in which the RCN and the city of Halifax joined to sponsor Natal Day and Navy Day activities. Although the weather was deplorable, 13,000 people came anyway to the dockyard events. The Navy figured prominently in Charlottetown conference centennial celebrations, marking important milestones in the founding of the nation.

Presence of ships and men and ceremonial events by naval personnel made activities that much more dramatic. Although the repeated visits to Prince Edward Island ports were unusually big undertakings, the Navy nevertheless supported many events on both coasts and inland, including the almost traditional *Cornwallis* Sunset Ceremony on Parliament Hill on Dominion Day, as

well as big engagements in the U.S.A. and elsewhere.

Establishment of a Defence Staff at the new Canadian Forces Headquarters August 1 in Ottawa was a big turn of the integration machinery, for with it were abolished the post of Chief of the Naval Staff, the Naval Board and Naval Headquarters itself. Vice-Admiral K. L. Dyer, Chief of Personnel, is the naval representative on the new defence staff.

Integration of the forces at the Ottawa level continues and will extend eventually to other commands.

AUGUST was the month in which a commendable new venture was started. On the 27th at Toronto, the famous war-time destroyer *Haida* was turned over to a group of public spirited citizens to form the major attraction of a war museum on the Toronto waterfront. This is the first time citizens of Canada have made an effort to acquire a surplus warship for posterity.

While this was going on the Navy, with understandable pride, was demonstrating a revolutionary device for its helicopter-fitted destroyer escorts. The RCN bear-trap device greatly assisted a big helicopter, such as the all-weather Sea King of some nine tons weight, to

land safely on the small and heaving flight deck of a destroyer escort. The demonstrations in the *Assiniboine* off Halifax attracted military and technical experts from many countries, as well as an enthusiastic Fourth Estate on press day. And Defence Minister Hellyer inspected the prototype model of the fast hydrofoil escort at de Havilland in Toronto. The Navy anticipates it will one day make a significant contribution to anti-submarine warfare.

Fall exercises got underway in September under NATO and Canada-U.S., Canada-Britain auspices in the Atlantic and Pacific. The Royal Tour of Prince Edward Island, Quebec and Ottawa gave the Navy honoured roles. An officer and six men became part of the Royal Yacht crew for three months, which took them over both the Canadian visit of Her Majesty and the Prince Philip's later calls in the Caribbean. While in Canadian waters, the destroyer escorts *Assiniboine*, *St. Laurent*, *Nipigon* and *Yukon* formed a Royal Escort.

The Royal Canadian Naval Reserve emerged from exhaustive study with a complement established at 2,295 officers and men. *Scotian* in Halifax and *Malahat* in Victoria were authorized to remain active, although originally sched-

uled to close. But five divisions and a tender were disbanded as planned earlier, leaving 16 active. Eight University Naval Training Divisions were closed, leaving 15 active.

The RCN repair ship *Cape Scott* left Halifax Nov. 16 on a voyage reminiscent of the days of Captain Cook. She made a 5,000-mile voyage to remote Easter Island in the Pacific to land a large-scale medical expedition of 33 scientists from Canadian and other universities for an exhaustive study of the 1,200 inhabitants who live there in virtual isolation. The medical survey, largest of its kind undertaken by Canadians, is primarily sponsored by the World Health Organization. Assisting the expedition is Surgeon Captain Richard Roberts, RCN, and two wren officers. This is the first time women of the armed forces have been embarked in a Canadian warship for a foreign cruise or, in fact, for any cruise of more than a day's duration. The *Cape Scott* brings the expedition back to Halifax March 17.

Nine of the older warships at Halifax were laid up in fall, six of them in a special organization maintained by a pool of more than 200 officers and men. In an emergency, they can be quickly

manned by personnel on courses in the fleet school.

A NEW PHRASE was added to the naval vocabulary late in the year. The "cyclic system" was introduced to arrange ships and the men that serve in them in 16-month cycles in four phases each of four months' duration. One phase is for organizing, one is for training, another is for operating at full effectiveness and the last phase is for the preparation for the commencement of a new cycle. The cyclic system envisages better ship functioning by keeping trained crews together for longer periods as efficient teams. It will also enable men to predict, as far as five years ahead, what will be their career prospects, including service at sea and ashore, formal training courses and trade advancement.

For naval aviators, the mice didn't play while the cat was away. While the aircraft carrier *Bonaventure* underwent a refit in Saint John, N.B., four six-plane detachments from VS-880, the Tracker anti-submarine squadron which normally operates from the *Bonaventure*, served on board United States Navy aircraft carriers and found they could operate comfortably with the USN air squadron.—H.C.W.



The rain forests of the tropics have nothing on those of the B.C. coast for ruggedness, nor could they offer much better opportunities for concealment. Ten members of the Queen's Own Rifles of Canada are said to be shown in this picture, taken on the northern tip of Vancouver Island during Canlex '64 last November. The almost continuous rain during the exercise was typical of the area and accounts for the heavy growth.



The Annapolis undergoing sea trials off Halifax. (DNS-34469)

HMCS ANNAPOLIS

TWENTIETH and last destroyer escort of the postwar construction program, HMCS *Annapolis* was commissioned at Halifax Shipyards Ltd., on Dec. 19. Symbolic of the progressing integration of Canada's armed forces was the presence of Lt.-Gen. Geoffrey Walsh, Vice-Chief of the Defence Staff. He represented Air Chief Marshal F. R. Miller, Chief of Defence Staff, who was unable to attend.



Hon. Allan J. MacEachen, Minister of Labour, who represented the Government and people of Canada at the commissioning of the *Annapolis*, chats with the captain of the new ship, Cdr. R. C. Peers, in the latter's cabin. (HS-77003)

The guest of honour at the commissioning was Hon. Allan MacEachen, Minister of Labour, and another guest was Nelson Castonguay, Canada's Chief Electoral Officer, who was executive officer of the first HMCS *Annapolis* during the Second World War.

The *Annapolis* was laid down in September 1961 in a ceremony attended by Premier Robert Stanfield of Nova Scotia and was sponsored by Mrs. George Nowlan at the launching in April 1963 at Halifax Shipyards Ltd. She and her sister ship, HMCS *Nipigon*, which commissioned early in 1964, were the only two of the 20 postwar DDEs to be equipped from the start to handle helicopters and operate variable depth sonar. Seven St. Laurent class ships will conform to this design.

The *Annapolis* has the same general dimensions as her predecessors. Her length is 366 feet, her beam, 42 feet, and her mean draught is 13 feet, 8 inches. Her full load displacement is 2,925 tons. She has twin shafts and her geared steam turbines give her a speed of about 28 knots. She has twin rudders for high manoeuvrability and an activated-fin roll damping system.

Her chief weapon will be the Sea King helicopter, capable of carrying out a sonar search for submarines and attacking with homing torpedoes. The ship, too, can launch homing torpedoes

at submarine or surface targets, is equipped with a triple-barrelled, anti-submarine Limbo mortar and has a twin three-inch gun, primarily for anti-aircraft use.

"As a Maritimer I know something of the meaning of the moment when a ship is transferred from builder to owner; when she ceases to be a number and acquires a name; when for the first time she comes alive," Mr. McEachen said in his address as representative of the Government of Canada.



Lt.-Gen. Geoffrey Walsh, Vice-Chief of Defence Staff, addressing the guests and ship's company at the commissioning of HMCS *Annapolis*. (HS-77000)

"I don't need to be a Maritimer to be keenly aware of the importance of the sea to Canada. By Canada I do not mean just those provinces whose shores are washed by salt water; I mean all Canada. The wheat farmers on the prairies and the manufacturers of Ontario and Quebec are as dependent on the sea as are we who live next to it. For it is on the sea that their products are carried to markets abroad.

"Canada is a trading nation, a maritime nation. Denied the free use of the sea, our economy would be shattered; our standard of living basically reduced.

"This is basically why we have a navy; why we build ships like HMCS *Annapolis*: to do our part in insuring the free use of the seas, in the inter-

ests of peace and progress, in Canada and throughout the world . . .

"I congratulate all who have had a hand in design, building and fitting of this fine ship, and especially the prime contractor, Halifax Shipyards Limited. Halships is one of the real veterans in Canadian shipbuilding. It has been building and repairing ships for generations. And ever since the Royal Canadian Navy was established in 1910, its history has been intertwined with the proud history of the Navy.

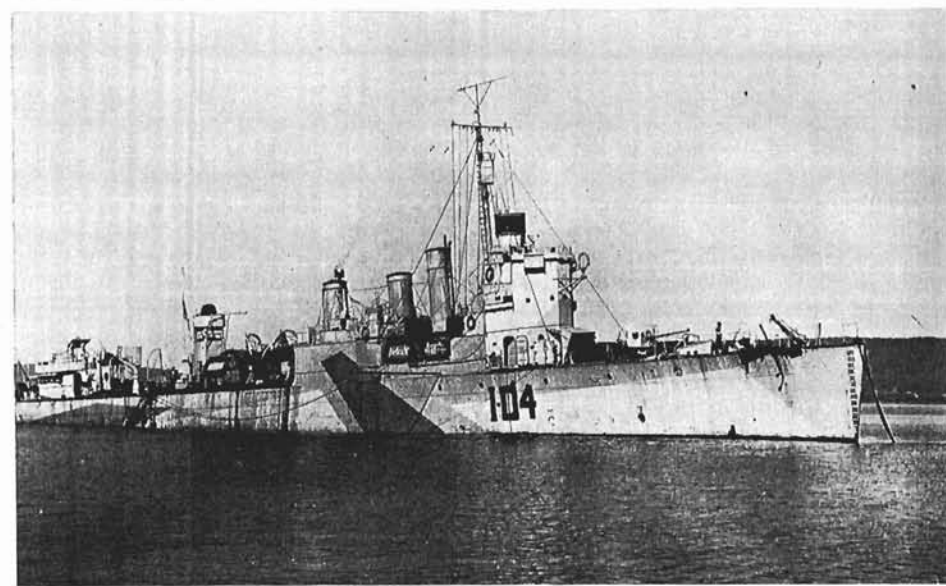
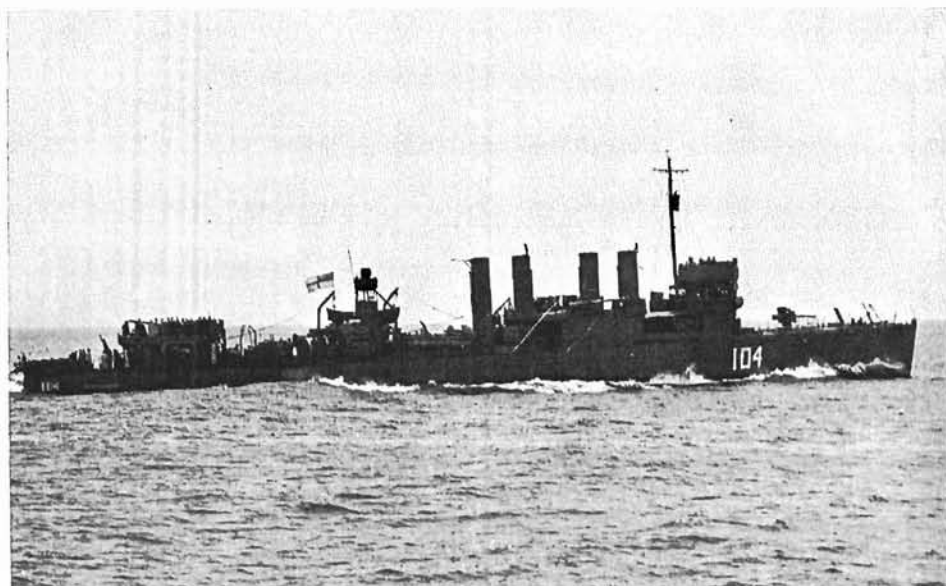
"The first destroyer to be built in Canada was built here. Halships took part in the St. Laurent and Restigouche class construction programs. Now this historic yard has produced the latest and one of the most advanced

anti-submarine warships in the world —HMCS *Annapolis* . . .

"To Commander Peers, the commanding officer, to the officers and to men of HMCS *Annapolis*, I say on behalf of the Government and the people of Canada: God speed, good sailing and every success in the commission that lies ahead of you."

Lt.-Gen. Walsh opened his remarks by commenting on the fact that he, a soldier, was representing the Chief of the Defence Staff, an airman, at a naval commissioning ceremony.

"As this is the first commissioning of a new naval vessel to occur since integration began in August at Canadian Forces Headquarters in Ottawa, this occasion is a visible and outward sign



One of the old U.S. destroyers given to Britain in the Churchill-Roosevelt destroyers-for-bases exchange, the *Annapolis* was transferred to the RCN as a four-stacker, but later had one stack and boiler removed to improve her sea-keeping qualities. It was in the latter form she was known to thousands of Canadian sailors at Cornwallis, where she was a training ship. (A-31A; DB-0430-AT)



SHIP'S BADGE

Blazon: Gules, a bend wavy argent charged with a like bendlet azure, and over all a cypher of the letters AR entwined in ornamental script ensigned by an ancient crown, all gold.

Significance: This ship derives her name from the Annapolis River in Nova Scotia, which is symbolized by the white and blue wavy diagonal. The crowned cypher of the letters AR has a treble significance in that it suggests Annapolis Royal in Nova Scotia from which settlement the river got its name; Annapolis Maryland, the site of the United States Naval Academy, and Queen Anne, in whose honour these places were named.

*Ship's colours: Gold and scarlet.
Motto: "To Excel".*

that integration is actually taking place."

He said that, as a professional soldier, he appreciated the value and importance of service traditions—traditions such as those surrounding the commissioning of the *Annapolis*.

"The Army has its traditions and so has the Royal Canadian Air Force. True traditions are not practices or habits which we carry on for their own sake. True traditions are ones from which we continue to generate loyalty, *esprit de corps*, inspiration and dedication to duty.

"All of us in the Defence Forces face a challenge in the months and years ahead. Wherever we may serve, at sea, on land or in the air, we are all members of one team and we all have one goal—to serve our country to the best of our abilities."

For the last time the lowering of the Red Ensign and the raising of the White Ensign marked the entry of a Canadian warships into service. The ship's company marched on board and then the commanding officer, Cdr. Robert Peers, was piped on board.

The ship was turned over to the Navy by J. E. Chubb, president of Dosco Industries Ltd., parent company of Halifax Shipyards, and the acceptance was signed by Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services.

Religious services were conducted by the Atlantic Command chaplains, Chaplain (P) Earl Sigston and Chaplain (RC) James A. MacLean.

The *Annapolis* derives her name from the river which flows through the lovely Annapolis Valley, orchard region of Nova Scotia, and her heritage from a Town class destroyer of the same



Flanking the lifebuoy are HMCS *Annapolis* executive officer, Lt.-Cdr. J. M. Cumming, and Nelson Castonguay, Canada's Chief Electoral Officer and one-time executive officer of the Second World War *Annapolis*. At the left is noted Canadian football player Ron Stewart, of Ottawa, Mr. Castonguay's assistant. (HS-77007)

name that saw service during the Second World War.

The original *Annapolis* began as the four-stacker USS *MacKenzie*, one of the 50 Town-class destroyers transferred to Britain in exchange for bases. The *Annapolis* and six others were turned over to the RCN. Although the others were named after rivers common to both Canada and the U.S., the *Annapolis* derived her name from towns of the same name in Nova Scotia and Maryland.

On being refitted to make her more suitable for North Atlantic convoy duty, the *Annapolis* had one funnel removed and was often referred to as the "three-stacker four-stacker". She was attached to HMCS *Cornwallis* in 1944 and provided training afloat for thousands of new entry seamen passing through that training base on the shore of Annapolis Basin.

She was paid off in June 1945 and sold for scrap.

BEARDS! BAH!

SO COMMONPLACE are beards among sailors today that it may be assumed these facial adornments have a long and deep-rooted tradition. As a matter of fact, the wearing of beards is a mere infant among naval customs, some of which go back to the time of the Crusades or before.

Only yesterday, in terms of some traditions, Admiral Amelius Beauclerk, Commander-in-Chief at Plymouth, issued the following order in 1838:

"It is with concern the Commander-in-Chief is obliged to draw the attention of the Captains, Commanders and Officers commanding Her Majesty's Ships and Vessels at the Port, to the appearance among those under their Command of a Custom, which appears to be spreading in the service namely the un-

officerlike and dirty appearance of Hair being allowed to grow all round the Visage; making the man to resemble more the Brute than a Christian, and following a practice foreign to the National Character of Englishmen.

"The Commander-in-Chief after this notice, requests an alteration may take place, in those who have accustomed themselves to this habit, and that no officer, or other whatsoever, will appear as afore-described, or it will compel him to adopt stronger measures."

Marine Operations Base to be Built

The Department of Transport is planning to establish a marine operations base at Sault Ste. Marie, Ont., it has been announced by Transport Minister J. W. Pickersgill.

The growth in the work of the de-

partment's Marine Services, which are responsible for establishment and maintenance of aids to navigation in Canadian waters, has given rise to a need for more closely spaced operational bases in the Great Lakes. Establishment of one at Sault Ste. Marie will fill a gap in existing facilities along the main shipping route, on which activity has been increasing steadily since the opening of the St. Lawrence Seaway.

At present the department has marine agencies at Prescott and Parry Sound, and a sub-agency at Port Arthur. In the Sault area, some of the Canadian aids to navigation are being serviced by the United States Coast Guard, through special arrangement. It is the department's intention, when the additional base comes into operation at the Sault, to have the Canadian Coast Guard carry out this work.

AFLOAT AND ASHORE

NAVAL DIVISIONS

HMCS Montcalm

The unveiling of a plaque commemorating sailors of HMCS *Montcalm*, the Quebec City naval division, who died in the service of their country during the Second World War, occurred on Nov. 8 during a ceremony at *Montcalm*.

The ceremony was preceded by the laying of a wreath at the foot of the Cross of Sacrifice and was followed by a religious service conducted by *Montcalm's* chaplain, Rev. Gaston Gravel.

The initiative behind this moving ceremony came from Cdr. Jean-Paul Jobin, commanding officer of the division, and the generosity of the Davie Shipbuilding and Repairing Co., Ltd., of Lauzon, across the river from Quebec City, which donated the bronze plaque.

Relatives and friends of the deceased assembled at *Montcalm* in large numbers and the wreath was laid on their behalf by Mrs. Ernest Fecteau. CPO Ernest Fecteau was lost when the destroyer *Fraser* was sunk by collision during the evacuation of France in June 1940.

Numerous naval veterans had responded to the appeal of Cdr. Jobin and formed an impressive platoon behind the *Montcalm's* ship's company during the march-past that followed.

Among the guests of honour was, in particular, Takis Veliotis, general manager of the shipyard, who unveiled the plaque on behalf of T. R. McLagan, chairman of the board. The ceremony was also honoured by the presence of Lt.-Cdr. Léopold Langlois, RCNR (Ret), and Lt.-Cdr. Stanislas Déry, RCNR (Ret).

The ceremony was followed by a reception.—J.R.

HMCS Chippawa

Officers of the *Chippawa* wardroom held their annual mess dinner on Dec. 5. At this time several officers of the Winnipeg naval division were honoured on their retirement from the RCNR. They were Lt.-Cdr. J. H. Linford, Lt.-Cdr. J. Lowman, Lt.-Cdr. J. Ross, Chaplain (RC) J. Grimes, and Chaplain (P) E. J. Hoad.

On Tuesday, December 8, ceremonial divisions were held, the inspection being carried out by Group Captain D.

1939					1945				
EN MEMOIRE									
MATRICULE	RANG	NOM	DECEDE	NAVIRE					
V-23319	L.TEL.	ASSELTON, JOHN DERRICK	8 AOÛT 1944	H M C S REGINA					
V-3334	A.3.	DELANGER, ROGER	7 SEPT. 1942	H M C S RACCOON					
V-3333	OX.	BENOIT, JOSEPH BERTRAND ALPHONSE	24 NOV. 1941	H M C S SHAWINIGAN					
V-3333	370, 173	BLANCHET, JOSEPH GEORGES EDMOND	21 OCT. 1941	H M C S ST. CLAIR					
V-3332	A.3.	BLOUIN, JOSEPH ARTHUR YVAN	10 FEV. 1942	H M C S SPIKENARD					
V-3377	A.3.	CHAMBERLAND, PAUL HENRI ALYSS	29 AVR. 1941	H M C S ATHABASKAN					
V-3333	370, 173	COLLIN, JOSEPH ADELARD JEAN-LOUIS	13 SEPT. 1942	H M C S OTTAWA					
V-3333	P. O.	DOUGLAS, GEORGES DONALD	18 MARS 1943	H M C S GUYSBOROUGH					
V-3373	L. 370,	DION, ALBERT JEAN BERNARD	29 AVR. 1941	H M C S ATHABASKAN					
V-21330	A.3. (O.A.)	FESTEREAU, EMMETT	23 JUIN 1940	H M C S FRASER					
V-3337	O.3.	GAGNE, JOSEPH ANTHONY ARMAND SIMON	12 SEPT. 1941	H M C S LEVIE					
V-3332	A.3. (O.A.)	GILL, JOHN HENRY	22 OCT. 1940	H M C S MARGAREE					
V-3332	3770.	GONNET, JOSEPH PHILIPPE LIONEL	20 SEPT. 1943	H M C S ST. CROIX					
V-3333	O.3.	HODGARD, ARNOLD ARNLEY	21 NOV. 1941	H M C S SHAWINIGAN					
V-3333	L.3.	JOSSEL, JOSEPH ROMED BASTON	7 MAI 1941	H M C S VALLEYFIELD					
V-3370	O.319.	LAPLANTHE, JOSEPH WILFRED GUY	7 SEPT. 1942	H M C S RACCOON					
V-3243	A.3.	MALONEY, JAMES BROOKES	3 DEC. 1940	O.3. WILHELMINA					
V-3333	O.3.	MORIN, JOSEPH GEORGES EDOUARD VINCENT	6 FEV. 1941	H M C S LOUISBOURG					
V-3417	A.3.	MADEAU, JOSEPH RAUL ROLLAND	7 MAI 1941	H M C S VALLEYFIELD					
V-3754	3770.	PACOT, JOSEPH HENRI	23 NOV. 1943	H M C S AMHERST					
V-3332	A.3.	PARADIS, PAUL VINCENT	13 SEPT. 1942	H M C S OTTAWA					
A-2001	P.O. (E.R.A.)	POULIOT, JOSEPH DOLLARD	8 JAN. 1943	H M C S AVALON					
V-3321	O. TEL.	RENSHAW, HAROLD	17 JUIN 1941	H M C S STADACONA					
V-3732	A.3.	ST. LAURENT, JOSEPH LUDGER MARCEL	29 AVR. 1944	H M C S ATHABASKAN					
V-3411	A.3.	SIMARD, JOSEPH HODOLA MICHEL	20 SEPT. 1941	H M C S ST. CROIX					
V-3320	A.3.	SMITH, GORDON ELSWORTH	24 OCT. 1940	H M C S MARGAREE					
V-3333	370, 173	TRUDEL, CAMILLE GERARD	13 SEPT. 1942	H M C S OTTAWA					
V-3475	CODER	UPTON, CHARLES MICHAEL AUGUSTIN	16 FEV. 1942	H M C S SPIKENARD					
V-3003	P. O.	VALQUETTE, RAYMOND JAMES	7 MAI 1944	H M C S VALLEYFIELD					
DON OF DAVIE SHIPBUILDING LTD.									
DEVOILE PAR T. R. MCLAGAN, O.B.E.									
CHAIRMAN OF THE BOARD.									

The plaque unveiled at HMCS *Montcalm*, the Quebec City naval division, on Nov. 8 in memory of members of the division lost during the Second World War.

Willis, commanding officer, RCAF Station Winnipeg.

The second annual Canadian mid-west naval divisions bonspiel was to get underway Friday, Jan. 8, 1965. Rinks from Calgary, Edmonton, Saskatoon, Port Arthur and Winnipeg were to be guests of the *Chippawa* for the event.

ATLANTIC COMMAND

HMCS Shearwater

The annual Boy Scout Jamboree of the Air took place last October, with scouts of the 1st *Shearwater* B troop taking part over the facilities of VE1YT, the *Shearwater* amateur radio station.

The radio jamboree permits scouts the world over to exchange ideas and compare experiences in a closely personal way, even though distance and the cost of travel would make face-to-face meetings unlikely. This was the seventh annual Jamboree of the Air and it was highly successful.

Numerous stations throughout the Atlantic area were reached and the boys had an opportunity to chat with scouts in such places as Charlottetown, Fredericton, Bathurst and other Maritime towns.

Shearwater proved to be one of the busiest spots on the circuits because the scouts there had interesting news of their experiences earlier in the day when they had watched the *Shearwater* falconer at work, trying to frighten the numerous gulls away from the runway area with his falcons. The scouts had asked many and intelligent questions and were able to give a concise explanation of the experiment to their friends in distant places.

The scouts at one of the Prince Edward Island stations came up with one of the most unusual sounds ever to go on the air when they treated the *Shearwater* group to their "moving up" yell marking their moving up to scouts from the cub pack, an event that had taken place only the evening before.

While these sounds were appreciated at *Shearwater*, they had a less kindly reception from a convention being held

on the third floor of the building housing the transmitter. The P.E.I. transmitter had to go off the air temporarily when it was found its transmissions were being picked up and broadcast over the public address system at the convention.

RADIO STATIONS

HMCS Aldergrove

Informal integration was in evidence at Aldergrove West Coast radio station, on Christmas Day when local Army veterans joined the ship's company for Christmas dinner. The conversation ran more to reminiscence than future defence policy.

Sponsored by the Royal Canadian Legion, Post 265, of Aldergrove, four veterans who would have otherwise spent a lonely Christmas made a brief return to service life. With their younger hosts, they tucked into the turkey and trimmings. The conversation ran the gamut from Passchendaele and Ypres to the observation that "You young fellows really have it good today." Christmas in the trenches in 1916 was vastly different.

To Sgt. R. E. Crawford, formerly of the Royal Canadian Engineers; Cpl. G. Wood, of the 10th Battalion in the First World War; Pte. G. Burnham, RCASC, who saw service in both World Wars; and Pte. L. Fink, RCDC, the contrast between Christmas 1964 and other

Christmases they had known in past war-time years was great.

SEA CADETS

RCSCC St. Croix

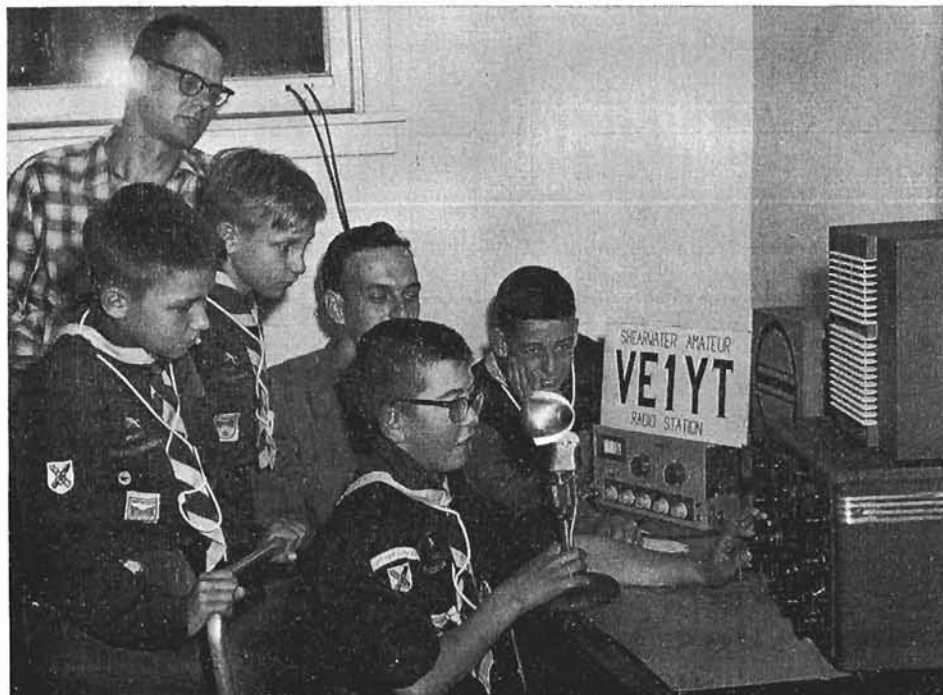
Saturday, December 19, was a busy day for sea cadets of RCSCC *St. Croix*, of Lillooet, B.C. In the morning they covered Lillooet door to door, selling holly to raise funds. The public responded generously, buying out the 140 bags and five wreaths. The money was sought to purchase materials to construct a store room at the Community Hall and for other projects.

In the early evening the cadets played big brother to a number of youngsters, taking them to a Christmas party on board the *St. Croix*, which doubles as the Community Hall.

At 8.30 p.m. the uniformed cadets held their first dance on board the ship. A highlight was the gift of a photo album to the commanding officer and ship's company from PO Cadet Rick Howse and his father, Ron Howse.

The corps was visited by John Summers, who did a great deal of ground-work in starting it under sponsorship of the Royal Canadian Legion, Branch 66. Mr. Summers left Jan. 4 for his new posting at Whitehorse, Y.T., as supervisor for the Yukon in the Federal Department of Fisheries.

Cadet Tommy Morben was congratulated by the commanding officer, Lt. E. W. West, for his sales ability, demonstrated when he sold 22 bags of holly.



Shearwater boy scouts enjoyed operating the amateur radio station VE1YT at Shearwater during the annual Boy Scout Jamboree of the Air. Running the show under the supervision of PO J. C. Voogt (standing) and AB A. Benoit are Scouts John Hannaford, Wayne Thompson, Dale Robertson at the microphone, and David Loisseau. (DNS-34382)

'Ladies Do Not Advertise Age'

The Master of the Royal Fleet Auxiliary *Fort Rosalie* recently requested approval to adorn his ship's funnel with a key to mark her 21st year in service. While his request was turned down after much consideration, the request and its reply showed that naval staff officers do have a heart as well as a mighty pen.

Chief of Staff (Rear-Admiral F. B. P. Bryne-Nicholls) wrote to RFA *Fort Rosalie*:

"The pride taken in keeping an elderly ship as efficient and sprightly as a younger one is commendable and fully appreciated, but it should not be overlooked that ladies do not care to advertise their age. While your proposal cannot be approved it is suggested that you might wish to consider striking a commemorative medal with a symbol of eternal youth on one side and the bleeding heart of the Chief Engineer on the other."—*Naval News Summary*

MANY A PENNY FOR THOUGHTS

A CHIEF PETTY OFFICER received the highest naval award for 1964 from the Suggestion Award Plan of the Public Service of Canada.

CPO Paul Martin, a naval aircrewman now working on a Sea King helicopter simulator with the RCN project team in Britain, was awarded \$1,730 for his suggestion to improve submarine detection by Navy Tracker aircraft.

The second highest award, \$1,025, went to Lt.-Cdr. Guy G. Crosswell, Canadian Forces Headquarters, after the RCN adopted his method of installing a Jezebel submarine detection relay system in naval aircraft.

Since the last *Crowsnest* roundup, a year ago, more than 90 uniformed personnel and civilian employees of the RCN have earned cash and merchandise awards for suggestions which would improve present methods or have devised new pieces of equipment.

Among the top awards are:

Roy Stranix, a retired RCN(R) lieutenant-commander, Esquimalt dockyard, \$495 for designing a buoy to serve chiefly as a sonar target or deep-water marker, impervious to effects of fast currents or storms;

Lt.-Cdr. John E. Wolfenden, RCN (Ret.), Esquimalt dockyard, \$175 for suggesting a method of securing ships alongside in adverse weather;

R. G. Johnson, Halifax dockyard, \$160 for designing a training pinion-locking fixture for 3-inch 50-calibre gun mountings;

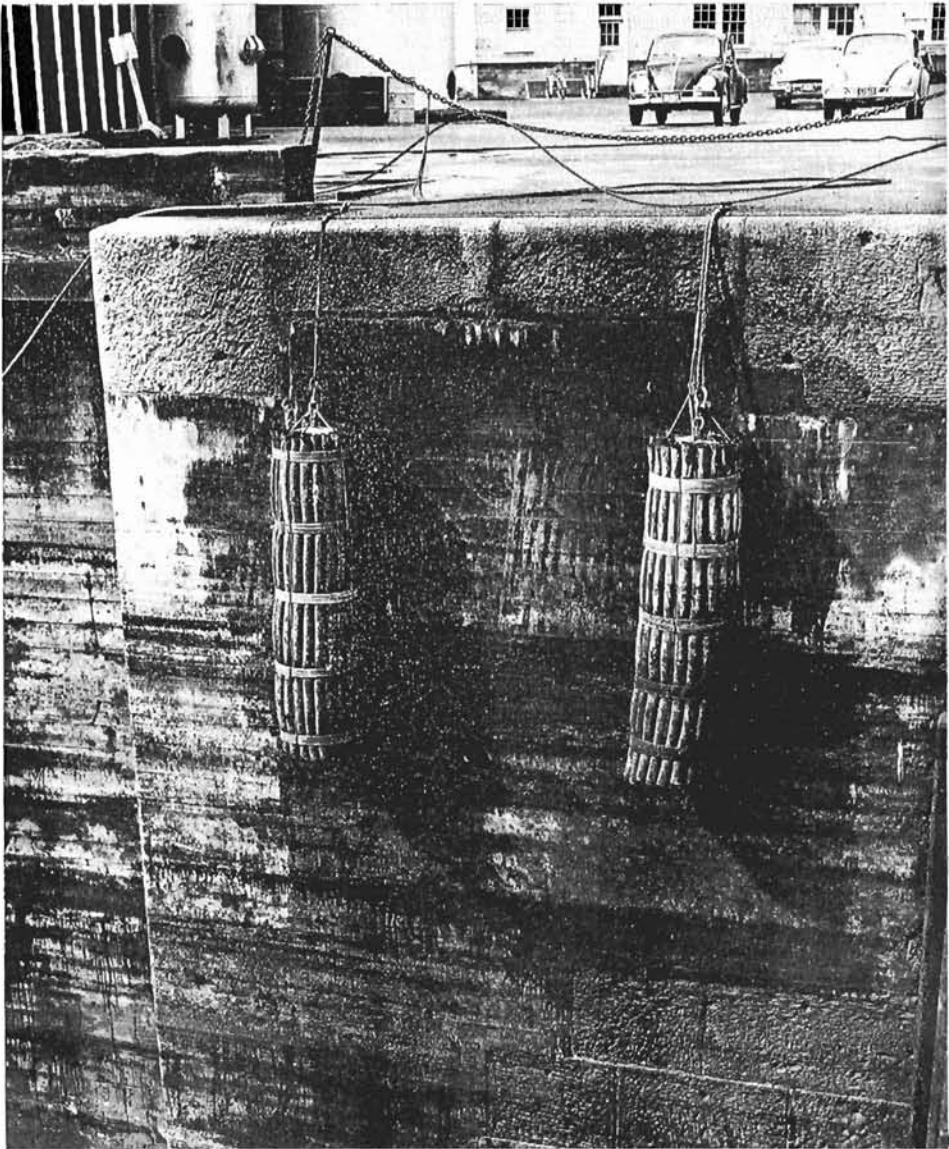
Lt.-Cdr. D. H. Benn, CFHQ, formerly of Esquimalt dockyard, with J. Fraser and A. M. Wilson, also of the dockyard, \$130 each for suggesting a useful way of repairing compressor valveplate assemblies instead of making replacements;

T. Kingsley Rowe, CFHQ, formerly at the Naval Armament Depot, Kamloops, B.C., \$125 for a better frothing agent in processing material used in anti-submarine projectiles;

PO P. T. Huffman, *Stadacona*, \$120 for suggesting 1/8 inch plexiglass for plotting tables used ashore for training in the Weapons Division;

Mrs. Mary C. Rochon, Naval Supply Depot, Montreal, \$115 for suggesting a way to reduce long distance telephone costs in depot work;

Lt.-Cdr. A. J. Byrne, *Niobe*, \$100 for suggesting that lifesaving buoys be painted fluorescent red to make them



Sometimes the ideas that bear fruit under the Suggestion Award Plan of the Public Service of Canada are so simple you wonder why you didn't think of them yourself. The moral is to take nothing for granted in the day-to-day means of improving a job. C. W. Gibson and J. H. Polkinghorne, of HMC Dockyard, Esquimalt, received cash awards for suggesting that six-foot lengths of steam-hose wrapped round a wooden core would do nicely as shore-side fenders instead of the hazelwood type which was no longer available from naval stores. (E-65835)

easier to detect in varying sea states;

CPO H. B. Grant, *Restigouche*, now at *Stadacona*, \$80 for two modifications to sonar equipment;

CPO Ronald E. Sutherland, *Bonaventure*, second and third awards, \$60 for suggesting development of a financial counselling service and \$40 for a tool inserting device in CS2F-2 aircraft ignition systems;

PO Robert C. Orrick, *Cornwallis*, \$50 in merchandise for a publication muster

sheet in book form;

Lt.-Cdr. J. A. Kiely, CFHQ, \$50 for a method of securing the sonar dome to a hull;

Alfred E. Collett, Naval Armament Depot, Dartmouth, \$50 for improvements to the weathering seal on naval gun mountings;

William A. Noel, Esquimalt dockyard, \$50 for suggesting development of a forced heated air dryer for equipment going into storage;

Ldg. Sea. J. Clemens, *Hochelaga*, \$50 for suggesting amendment to regulations to eliminate duplication in work;

W. B. Fader, Halifax dockyard, \$50, for design of a manual tune control on a Sperry radar indicator;

Marshall M. Fleet, *Shearwater*, \$50 for suggesting a modification to the starter of an aircraft towing tractor;

J. J. Clarke, Esquimalt dockyard, \$50 for proposing the transfer of an ammunition lighter from the Rocky Point magazine to the dockyard.

Other cash and merchandise awards for suggestions, covering just about everything, from a safety harness for sailors working on the flight deck of a new helicopter destroyer to a shoreside method of streamlining office furniture repair, have been made since the last round-up. Value of these awards has ranged from \$40 to \$10.

Included in the latter category were:

PO Harry J. Wellband, *Stettler*, formerly of *Beacon Hill*; PO Robert W. Shepherd, *Naden*; Ldg. Sea. Noel Black, *Shearwater*;

PO Peter Pinnoy, *Bonaventure*; Cd. Off. T. A. F. Miller, *Hochelaga*; Leger D'Entremont, Halifax dockyard; AB Malcolm Marshall, *Shearwater*; Harry G. Lohnes, *Shearwater*; Ldg. Sea. Hewitt A. Stinson, *Shearwater*, two awards; CPO James Martin, *Cornwallis*;

Clifford L. Madill, Esquimalt dockyard; R. Gates, Naval Supply Depot, Montreal; Lt.-Cdr. Alexander Rowney, *Niobe*; PO J. T. Lawson, serving in California; M. Sylvestre, Naval Supply Centre, LaSalle, Que.; CPO N. M. Lambert, *Shearwater*; PO W. A. Mackie, Victoria; W. Kelvey, Naval Armament Depot, Dartmouth; Lt. J. W. Buchanan, CFHQ; W. H. Carver, Esquimalt dockyard;

Lt.-Cdr. C. P. Ilsley, CFHQ; Ldg. Sea. O. Clayton Oliver, *Antigonish*; CPO W. G. A. Scudamore, *Naden*; John C. Anderson, Naval Supply Depot, Halifax; Ldg. Sea. H. E. Wells, *Venture*; J. E. R. Verret, Naval Armament Depot, Longueuil, Que.; F. P. Mallory, Esquimalt dockyard; PO John E. Mason, *Gatineau*; Lt.-Cdr. D. E. Maxwell, *Shearwater*; PO James W. Glover, *Stadacona*, with PO Frederick F. Rostek, *Columbia*;

PO D. J. Coakley, with PO P. A. Cadeau, both of *Shearwater*; R. C. Pugh, Esquimalt dockyard; PO Gordon J. Coldham, *Shearwater*; W. W. Koch, Naval Armament Depot, Dartmouth; Mrs. L. McQuillan, Esquimalt dockyard; Ldg. Sea. W. A. Osborne,

Shearwater; Joseph R. Tappenden, with Robert Buchanan (deceased), both of Point Edward Naval Base; CPO Erick J. Ovestrud, *Naden*; CPO James Kitchin, *Lanark*; AB William J. Moore, *St. Laurent*;

PO William F. Lockhart, *Shearwater*; Barrington Foster, Halifax dockyard; CPO Bernard L. Roberge, *Cornwallis*; CPO William M. Stokes, *Shearwater*; James E. Cunningham, Esquimalt dockyard; James P. Roger, Esquimalt dockyard; Clifford J. Baier, Esquimalt dockyard; CPO Jack Bell, *Saskatchewan*; George James Corp, Naval Armament Depot, Esquimalt; PO Maurice Sanduliak, *Bonaventure* and *Shearwater*;

AB Patrick O. McCoy, *Bonaventure* and *Shearwater*; Douglas S. Roberts, with Kenneth L. Richings, both Esquimalt dockyard; CPO Gordon L. Rowat, *Stadacona*; CPO Jules Corbin, CFHQ; PO John T. Lawson, *Niagara*; PO Wilton H. Sauder, *Skeena*; Rowland Clare, Esquimalt dockyard; Lt. Donald G. Smith, Halifax dockyard; Arthur R. Morrison, Halifax dockyard; CPO Ronald J. Boon, *St. Laurent*;

PO Ronald Norris, *Stadacona*; William O. McKenzie, Esquimalt dockyard; CPO Eric S. Crone, *Fraser*; C. W. Gibson with J. H. Polkinghorne, both Esquimalt dockyard; CPO W. M. Steele, *Restigouche*, with CPO D. S. Snow, *Nipigon*; PO Garfield Sweet, *Kootenay*.

GRILSE'S JETTY-BOUND CRUISE

ON APRIL 17, 1964, the West Coast submarine *Grilse* finished a six-and-a-half-month refit in the dockyard at Esquimalt.

It is of interest to note the difference between the end of an RCN refit and one carried out under what is basically the USN system.

In the *Grilse* refit, all trials were completed by the end of the refit, the trials being conducted in two separate stages. The first trials are known as the "fast cruise" and were carried out with the complete crew on board. The submarine was secured to the jetty but all other connection with shore was broken.

A complete "cruise" was carried out in a normal manner with the exception that the submarine didn't actually submerge. Every single piece of equipment was operated for 48 hours, and diving, casualty drills, radio and radar operation, etc., were performed with the crew working in normal watches.

One week after the "fast cruise" sea trials were conducted, including the true test of one's faith in the dockyard staff—the test dive to deep depth. A selected number of dockyard civilian personnel who had worked the *Grilse* were taken to sea for the first dive. Unbelievable as it may seem, there were far more volunteers to go with the *Grilse* during this critical time than there was space available.

Following trials the *Grilse* was stored, painted, tiled and cleaned, ready for 30

months more of operations. Two trips out of home waters were carried out during the spring and summer.

The first took the "Canadian Submarine Force Pacific" to Mare Island, San Francisco, for an approach and attack refresher course, followed by three weeks' submarine operations out of San Diego with submarines of the First USN Submarine Flotilla.

On the return trip to Esquimalt, the *Grilse* was once again the guest of the city of Portland for the annual Rose Festival. During the four days in Portland, the *Grilse* said farewell to Lt.-Cdr. R. A. (Rusty) McKay, after 44 months' service in the submarine as the first engineer and then executive officer. His relief was the first navigator, Lt. Maurice Tate. Upon return to Esquimalt, goodbye was said to Cdr. H. E. Phelps, USN, who had been the Staff Officer (Submarines) on CANFLAG-PAC's staff, and who had devoted a great deal of effort towards establishing the *Grilse's* position on the West Coast.

On July 21 the *Grilse* again put to sea to provide services for the Fourth Escort Squadron to and from Pearl Harbour. Almost 50 cadets and men of the squadron were embarked at inter-

vals to provide submarine familiarization.

The exercises on the homeward leg were abruptly interrupted on August 15 when an SOS was received from the burning tug *Sea Wolf*. As the *Grilse* is rather faster than a frigate, she arrived on the scene ahead of the squadron, only to find a USCG cutter had beaten her by half an hour. An account of the rescue was published in the September issue of *The Crow'snest*.

The autumn saw the *Grilse* back in her normal schedule, providing services to aircraft from NAS Whidbey and Comox, and to the ships of the Pacific Command. Farewells continued to old shipmates. Lt.-Cdr. George McMorris, the second officer to command *Grilse*, left on Sept. 28, being relieved by Lt.-Cdr. John Rodocanachi, the first executive officer in *Grilse*. This was followed by the retirement of CPO "Ted" Jones, the first cox'n of *Grilse*, after 28 years service in the RCN. CPO D. McKee, the new cox'n was presented with his sheriff's badge by the retiring cox'n in a humorous ceremony at the ship's dance.

One highlight of the fall exercises was the visit of the *Grilse* to Station Comox. During a very enjoyable 36 hours, the *Grilse* was guest of officers and men of Maritime Air Command, where the rivalry, so prevalent during operations, was, if anything, intensified by the numerous land competitions arranged.



HERE AND THERE IN THE RCN



Going to sea as an ordinary wren has its hazards, as well as its rewards. Here Wren Jennifer Dyer, a member of HMCS Malahat, Victoria naval division, in the finest tradition of Gilbert and Sullivan, is given some brass to polish while on a recent day cruise in a harbour craft.



The ocean escort Lanark led all ships in the Atlantic fleet in last year's United Appeal campaign, with 155 per cent of her quota. The canvassing team is shown above, left to right, Cd. Off. R. P. Caster, PO G. B. Austin, Lt. R. L. Clarke, Lt.-Cdr. F. J. French, CO Lanark, PO V. S. Rycroft, and CPO F. T. Donaldson. (HS-76734)



Little Harry Wilkinson saw through the disguise when a monster rose from the deep during Navy Day celebrations in Halifax last spring. It was just AB Paul Passero, a friend of Harry's dad, Ldg. Sea. Harry Wilkinson, of HMCS Granby, diving depot ship. (HS-75626)



A tour through the submarine Grilse was made on Nov. 20 by students of Saturna Island elementary school and their teacher, Vernon Storey. The youngsters listen attentively to a description of the undersea craft by Lt. Harvey Waddell, at left. Also visiting from Saturna Island were Bob Quinney, senior lighthouse keeper there, and Mrs. Quinney. (E-78852)

THE INTERNATIONAL LOOK

COSMOPOLITAN talents abound in the faculty of the Canadian Services College, *Royal Roads*, Esquimalt, where more than 200 young Canadians are studying in the first stages of their careers as officers in the Canadian Armed Forces.

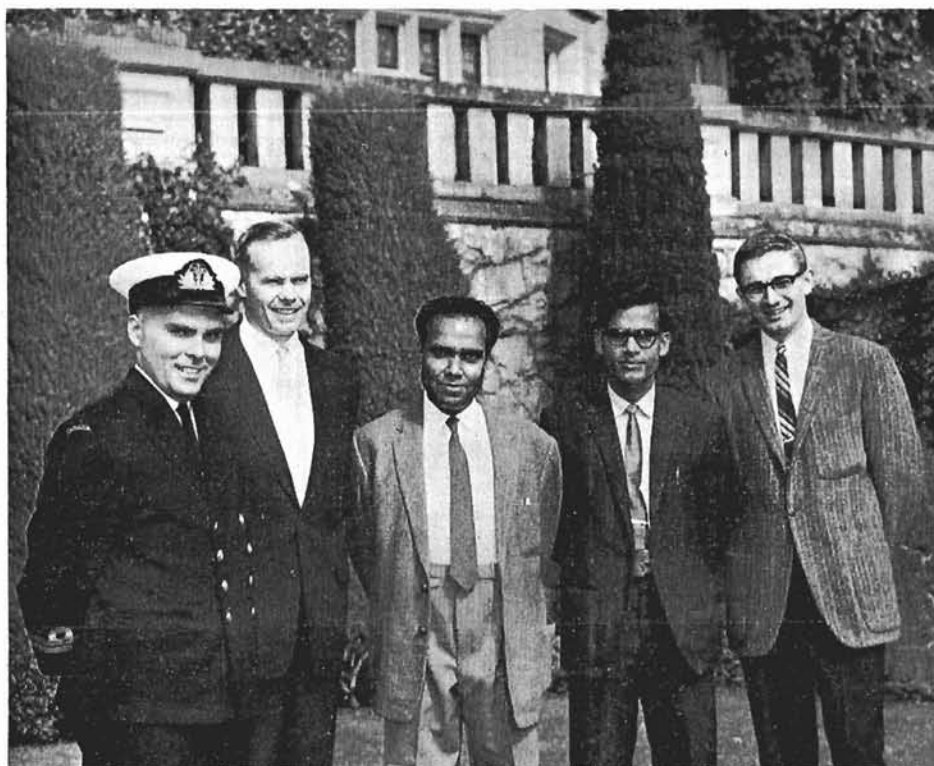
Five new members of the faculty are representative of the cosmopolitan trend. Not counting *Royal Roads*, they have studied or taught at a combined total of 10 universities in Canada, India, Pakistan, Great Britain and the United States.

The new faculty member with the most widespread educational background is Dr. S. Q. Husain, of East Pakistan, who has studied or taught in the universities of four different countries. Born in Arrah, India, he obtained his BSc and MSc in mathematics at Patna University, Patna, India. Later he undertook further studies in mathematics at the Massachusetts Institute of Technology, Cambridge, Mass. He obtained his PhD in pure mathematics at the University of Liverpool, England.

He was a lecturer in mathematics at the University of Dacca, East Pakistan. From 1954 to 1961 he was reader and head of the department of mathematics at the University of Rajshahi, Rajshahi, East Pakistan. In June 1962 he was appointed to the professorship of mathematics at the same university and, in July 1963, he was made dean of the faculty of science. He is now associate professor in mathematics at *Royal Roads*.

Dr. Subhas Chandra Gupta was born in Agra, India, site of the famed Taj Mahal. He obtained his BSc, MSc and PhD in mathematics at Agra College, where he remained as a lecturer in mathematics from August 1953, until December 1958. For the next year he served as deputy superintending surveyor, No. 15 Party, Survey of India, Dehra Dun, Uttar Pradesh, India, after which he returned to Agra College as associate professor in mathematics. He remained at Agra until May 1961, when he took up the post of lecturer in mathematics at the Indian Institute of Technology, Bombay, where he was when he accepted an invitation to join the mathematics department at *Royal Roads*.

Eric R. Chappell was born in Winnipeg. He served as an air force cadet at *Royal Roads* and at the Royal Military



India and Pakistan are the homelands of two of the five new faculty members who arrived this fall at *Royal Roads*. Here, in front of the college "Castle", are, left to right: Lt. F. A. Perry, RCN, of Kitchener and London, Ont., lecturer in French; Eric R. Chappell, Winnipeg; lecturer in engineering; Dr. S. Q. Husain, East Pakistan associate professor in mathematics; Dr. S. C. Gupta, India, lecturer in mathematics, and J. A. Baker, Penzance, Sask., lecturer in mathematics. (RR-3419)

College of Canada, Kingston. He obtained his BSc in civil engineering at Queen's University, Kingston, in 1954. He was a technical officer in the Royal Canadian Air Force 1954 to 1963 when he received a medical discharge as a result of injuries suffered in an air crash.

During his time with the RCAF, he served with No. 1 Air Division in Europe from 1955 to 1959 and was stationed at 2(F) Wing, RCAF Station, Gros-Tenquin, France. From 1959 to 1963, he served at RCAF Station Cold Lake, Alta., on staff and doing test and development work at the RCAF Central Experimental and Proving Establishment (Air Armament Evaluation Department). In the year preceding his joining the faculty at *Royal Roads* as a lecturer in engineering, he was employed with the town planning department of the Municipality of Saanich, B.C.

Lt. F. A. Perry, 28, born in Kitchener, Ont., took his BA in French at the University of Western Ontario, London,

and his BEd at St. Mary's University, Halifax. He joined the Royal Canadian Naval Reserve at London, Ont., and transferred to the regular force while serving at the Royal Canadian Navy's basic training school, HMCS *D'Iberville*, Quebec City, where he taught English to French-speaking new entries. He was appointed to HMCS *Stadacona*, Halifax, in September 1961 and taught instructional technique there until his appointment to *Royal Roads* this fall as a lecturer in French.

J. A. Baker, of Penzance, Sask., was born in Stratford, Ont. He took his BA and MA in mathematics at the University of Saskatchewan, Saskatoon. While attending the university, he served as a cadet in the University Naval Training Division there and received his commission in the Royal Canadian Naval Reserve in 1962. That same year he went to the United States where he did post-graduate work at the University of Oregon before coming to *Royal Roads* as a lecturer in mathematics.

NEW 'JANE'S' POINTS UP QUANDARY

WHO CAN SAY what weapons will be required in the next war, assuming there is one and that it is not a general nuclear conflagration in which conventional weapons will be as useful as firecrackers? This is a question that must cause sleepless nights to naval planners everywhere except perhaps the United States of America, which is able to build for any eventuality. Or do they lose sleep there, too?

One of the obvious merits of *Jane's Fighting Ships* is that it presents a detailed and detached annual survey of the concrete manifestations, in the form of warships, of the naval thinking (or would "betting" be a more accurate word?) of the world's maritime powers as well as those countries of lesser naval stature.

Generally speaking, the picture is one of specialization, so that submarines, for example, are designed for some one specific function, e.g., attack, missile or hunter-killer duties. Less commonly, an effort is made to combine a wide range of functions in a single hull. An example is the Royal Navy's Leander class general purpose frigate. Although the editor of *Jane's*, R. V. B. Blackman has some kind words for these ships ("... extremely versatile, reasonably fast, very weatherly, superlatively habitable..."), he is not satisfied that this is the answer.

He asks: "Is there not a case for a smaller specialist anti-submarine frigate, a not quite so sophisticated escort ship, which could be turned out more cheaply and in greater numbers to meet the requirements of protecting some 4,750 British merchant ships aggregating 21½ million tons gross?"

Mr. Blackman notes the neglect of the small ship in another area. He wonders about the reluctance of the Royal Navy to perpetuate and operate motor torpedo boats, a type of craft particularly useful in Far Eastern waters. The RN has only two, the *Brave Borderer* and *Brave Swordsman*, in service.

The problem of what kind of ship to build is indeed a difficult one—especially in a world where one type of vessel (the *Polaris* submarine) is built and put into service for the purpose of *not* being used.

But if the decision is difficult on the type of ship needed in a modern navy, there is growing agreement that navies

need to know a whole lot more about the medium in which their warships function.

"It has become increasingly evident, especially over the last 12 months, that several nations are determined to use the sea as never before—one, to use the actual content of the sea, and two, to use the sea as a vehicle to bring combined naval, air and military pressure to bear swiftly, wherever required," Mr. Blackman writes.

BOOKS for the SAILOR

Under the first use, he lists the intensive efforts being made to understand the nature of the sea, its thermal layers, density, currents and acoustic properties. This is the kind of information that is needed for the successful development of underwater weapons, the efficient operation of submarines and increasing the destructiveness of anti-submarine vessels.

The second use is the movement of forces by sea, in which larger warships become, in effect, mobile airfields, with hangars, landing areas, and aircraft, such as helicopters. And not only large commando carriers but frigates as well can share this capability.

Mr. Blackman's comments on the uses of the sea are in close alignment with current RCN thinking and, with new survey vessels coming into service and helicopter destroyers (DDH) projected, the trend is likely to be accelerated.

Physically, the new *Jane's* has more than 500 foolscap-size pages, and (we take the editor's word for this) has some 1,500 photographs and 500 scale drawings, with particulars of more than 12,500 warships in the navies of 96 countries.

An interesting feature of the book in recent years has been the two-page table showing the number of warships by kind in each navy. This year's table shows, for example, that the navies of the world now have 775 conventional submarines and 81 nuclear submarines. Russia has 400 conventional plus 30 nu-

clear; the United States 140 conventional plus 50 nuclear; the Russians are said to have 18 nuclear submarines on station. These are figures to make one think.

Familiar names will be found scattered through the pages (the former HMCS *Arnprior* in Uruguay; the former HMCS *Hallowell* in Ceylon, and so on), but, with the passage of the years the names become fewer. After all, the youngest of the war-time ships will this year be 20 years old.

Jane's again has presented the clear, thorough compilation of facts on which its deserved reputation as the standard naval reference work is built.—H.M.C.

JANE'S FIGHTING SHIPS, 1964-65; compiled and edited by Raymond V. B. Blackman; supplied in Canada by the McGraw-Hill Company of Canada, Ltd., 253 Spadina road, Toronto 4; 459 plus XLI pages; illustrated; \$35.

AH MOON OF NO DELIGHT

THE MOONSTRUCK TWO could be called a "how-NOT-to" book. The married landlubbers grabbed at a whim and took a 5,500-mile fresh water voyage from Georgian Bay to the Gulf of Mexico in an 18-foot outboard cabin cruiser. They pulled just about every nautical boob en route and hilariously survived.

Read it and weep. Read it and laugh. Read it and learn, if you've a notion to make a boating holiday. The husband has a sustaining sense of humour and the wife's wood-cut style illustrations have great merit.

They learned their lessons well on this first, chaotic trip, for they've boated, drawn and written their way through 50,000 miles and more of fresh and salt water journeyings since. The first voyage they saved for the last, so far as the general public is concerned. It's a dandy, especially if you need a quick look at the pitfalls and misadventure such enterprises will surely deal you. To sum up: fun, forewarned.—H.C.W.

THE MOONSTRUCK TWO, by Kenneth McNeil Wells, 149 pages, illustrated. published by McClelland & Stewart Limited, 25 Hollinger Rd., Toronto 16, price \$4.50.

RETIREMENTS

CPO HUGH FRASER CLARK, CD; C2AM3; joined RCNR May 17, 1940; transferred to RCN Sept. 28, 1944; served in *Stadacona*, *Protector*, *Laurier*, *Trillium*, *Avalon*, ML-061, *Givenchy*, *St. Catharines*, *St. Laurent*, *Captor II*, *Naden*, *Burrard*, *Lavallee*, *Kalamalka*, *Cornwallis*, *Peregrine*, *Givenchy*, Q-053, Q-051, *Donnacona*, *Stadacona*, *Niobe*, RNAS Eastleigh, Gosport; RCNAS Dartmouth, HMS *Siskin*, HMS *Gamecock*, *Shearwater*, 19 CAG, *Bytown*, *Cornwallis*, VU-32, *Bonaventure*, VF-870; commended for gallant life saving effort following the explosion of a privately owned motor launch at Halifax; retired December 18, 1964.

CPO DONALD WENSEL CROWHURST, CD; C2BN4; commenced service Sept. 16, 1940; served in *Naden*, *Stadacona*, *Niobe*, *Saguenay*, *Stadacona*, *Canso*, NOIC Vancouver, *Prince David*, *Protector*, *York*, *Springhill*, *Peregrine*, *Warrior*, *Givenchy*, *Ontario*, *Churchill*, *Patriot*, Aklavik naval radio station, *Sussexvale*; retired December 23, 1964.

CPO GERALD ERNEST GUILLE; C2BN4; commenced service Dec. 12, 1944; served in *Haligonian*, *Peregrine*, *Huron*, *Stadacona*, *Qu'Appelle*, *Iroquois*, *Haida*, *Magnificent*, *La Hulioise*, *Wallaceburg*, *Resolute*, *Quinte*, *Athabaskan*, *Sioux*, *Fort Erie*; awarded RCN Long Service and Good Conduct Medal; retired December 31, 1964.

CPO JACK GABRIEL LECLERC, CD; C2AM3; served in RCNVR Apr. 23, 1942, to Sept. 13, 1945; joined RCN April 1, 1946; served in *Carleton*, *York*, *Bytown*, *Cornwallis*, *Stadacona*, *Niobe*, *Warren*, *Huntsville*, *Peregrine*, *Warrior*, *Magnificent*, *CANAS* Dartmouth, *Shearwater*, 31SAG, *Magnificent*, (H-50), *Bonaventure*, VU-32; retired December 14, 1964.

CPO ARCHIBALD ALEXANDER McGILLVRA, CD; C2ER4; served in RCNVR July 12, 1940-Aug. 31, 1945; joined RCN Dec. 31, 1948; served in *Naden*, *Chilliwack*, *Avalon*, *Protector*, *Morden*, *Stadacona*, *Chaleur*, *Beauharnois*, *Peregrine*, *Cap de la Madeleine*, *Discovery*, *Ontario*, *Cayuga*, *Tecumseh*, *Sussexvale*, *St. Laurent*; retired December 30, 1964.

CPO LLOYD GEORGE MYERS, CD and 1st Clasp; C1BN4; served in RCNVR Oct. 19, 1935 to Oct. 8, 1938; rejoined RCNVR Jan. 24, 1940; transferred to RCN July 30, 1940; served in Toronto naval division, *Stadacona*, *Niagara*, *Midland*, *Cornwallis*, *Niobe*, *Kootenay*, HMS *Excellent*, *Huron*, *Warrior*, *Magnificent*, *Quebec*, *Naden*, *Donnacona*, *Hochelaga*, *Victory*, *St. Croix*, *Prevost*, *Hunter*, *York*; retired December 19, 1964.

PO HARRY LAWRENCE TIVY, CD and 1st Clasp; P1BN4; served in RCNR July 2, 1940, to Jan. 22, 1945; joined RCN July 2, 1946; served in *Naden*, *Stadacona*, *Wetaskiwin*, *Niobe*, HMS *Somali*, *Shediac*, *Givenchy*, *Wentworth*, *Hochelaga*, *Eastview*, *Malahat*, *Ontario*, *Sioux*, *Shearwater*, *Cape Scott*, *D'Iberville*, *Chaleur*; retired December 28, 1964.

OFFICERS RETIRE

CDR. ORVAL WALTER BENNETT, CD; commenced service in the RCNVR on April 27, 1943; promoted to probationary sub-lieutenant on Sept. 12, 1944; served in *Discovery*, *York*, *Cornwallis*, *Tecumseh*, *Scotian*; demobilized Oct. 3, 1945; entered RCN (R) as ordnance lieutenant May 25, 1946; transferred to RCN as ordnance lieutenant May 30, 1946; served in *Bytown*, *Stadacona*, *Uganda*, *Haida*, *Naden*, *Ontario*, *Niobe*; last appointment, Naval Headquarters on staff of Director General Fighting Equipment as Assistant Director General Fighting Equipment Plans; retired on Dec. 15, 1964.

CDR. PHILIP SYDNEY BOOTH, CD; commenced service in the RCNVR on Oct. 7, 1938, as an acting sub-lieutenant; served in *Discovery*, *Naden*, *Venture*, HMS *Osprey*, HMS *Ashanti*, *Stadacona*, *Cornwallis*, *Niobe*, *Crusader*; transferred to RCN as lieutenant (A/S) June 14, 1944; served in *Givenchy*, *Naden*, *Magnificent*, *Stadacona*, *Niobe*, *Bytown*, *Athabaskan*; last appointment, Naval Headquarters on staff of Chief of Naval Personnel as Director Service Conditions and Welfare; commenced leave Dec. 5 1964; retires on June 28, 1965.

LT. VICTOR SEYMOUR CURRY, CD; commenced service in RCNVR on May 28, 1942, as an ordinary seaman; served in *York*, *St. Hyacinthe*, *Stadacona*, *Avalon*, *Protector*, *Bytown*, *Peregrine*, *Chippawa*; demobilized May 9, 1945; re-entered RCNVR as ordinary seaman Oct. 17, 1945; promoted to acting sub-lieutenant March 16, 1948; transferred to RCN as acting lieutenant March 8, 1951; served in *Chippawa*, *Charlottetown*, *Stadacona*, *Scotian*, *Swansea*, *Haida*, *Iroquois*, *Scotian*, *Shearwater*, *Prevost*, *Quebec*, *Pentang*, *Outremont*, *Cabot*, *Cornwallis*, *York*; last appointment, *York* as Assistant Area Officer Sea Cadets, Ontario Area; commenced leave Dec. 31, 1964; retires on May 22, 1965.

LT.-CDR. WESLEY DAVID HUTCHINSON, CD; commenced service in the RCNVR on June 24, 1941, as ordinary seaman; promoted

to probationary sub-lieutenant on May 16, 1944; served in *Stadacona*, *Chaleur II*, *Ville de Quebec*, *Hepatica*, *Cornwallis*, *York*, *Kings*, *Frontenac*; demobilized Jan. 9, 1946, and entered RCN (R) as acting lieutenant on same day; transferred to RCN as acting sub-lieutenant (L) on March 4, 1949; served in *York*, *Bytown*, *Stadacona*, *Niobe*, HMS *Osprey*, *Algonquin*, *Naden*, *Columbia*; last appointment Naval Headquarters on staff of Assistant Director (General Fight Equipment Plans); commenced leave Jan. 9, 1965; retires on June 7, 1965.

LT.-CDR. ROY ALLAN VAUGHTIGAN JENKINS, CD; commenced service on Sept. 29, 1947, as an acting lieutenant (SB), RCN (R); transferred to RCN as lieutenant (SB) on June 8, 1951; served in *Malahat*, *Naden*, *Rockcliffe*, *Bytown*, *Sault Ste. Marie*, *Nootka*, *Cayuga*, *St. Laurent*, *Patriot*, *Royal Roads*; last appointment, *Royal Roads* as information officer; commenced leave Dec. 27, 1964; retires on April 13, 1965.

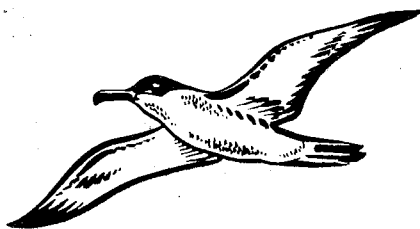
LT.-CDR. NOEL DESMOND LANGHAM, CD; commenced service in the RCNVR on April 18, 1938, as an ordinary seaman; promoted to probationary sub-lieutenant July 13, 1942; served in *Naden*, *Prince Rupert*, *Stanpoint*, *Minas*, *Kings*, *Fort Ramsay*, *Drum-*

mondville, *Protector*, *Cornwallis*, *Prevost*, demobilized on Sept. 22, 1945; entered RCN (R) as lieutenant on Nov. 3, 1948; transferred to RCN as lieutenant Feb. 2, 1951; served in *Malahat*, *Naden*, *Chatham*, *Stadacona*, *Cornwallis*, *Resolute*, *Patriot*, *Hochelaga*, *Star*, *York*; last appointment, HMCS *Patriot* on staff of Commanding Officer Naval Divisions as Staff Officer Cadets; commenced leave Jan. 6, 1965; retires on June 11, 1965.

CDR. DAVID IAN MOORE, CD; commenced service in the RCNVR on Sept. 24, 1942, as a probationary sub-lieutenant (SB); served in Montreal naval division, *Bytown*; transferred to RCN as constructor lieutenant Sept. 22, 1945; served in *Bytown*, *Niobe*, *Naden*, *Stadacona*, *Patriot*; last appointment, *Patriot* on staff of Commanding Officer Naval Divisions as Chief Staff Officer Maintenance and Supply Division; commenced leave Dec. 18, 1964; retires on June 17, 1965.

LT.-CDR. WILLIAM MELVILLE OGLE, CD; commenced service in the RCN on July 5, 1945; as midshipman (E); served in *Malahat*, *Stadacona*, *Niobe*, HMS *Thunderer*, *Naden*, *Warrior*, HMS *Wakeful*, *Niagara*, *Bytown*; last appointment Naval Headquarters on staff of Director Ship Design and Construction as Assistant Director Ship Design and Construction Preliminary Design; retired on Dec. 18, 1964.

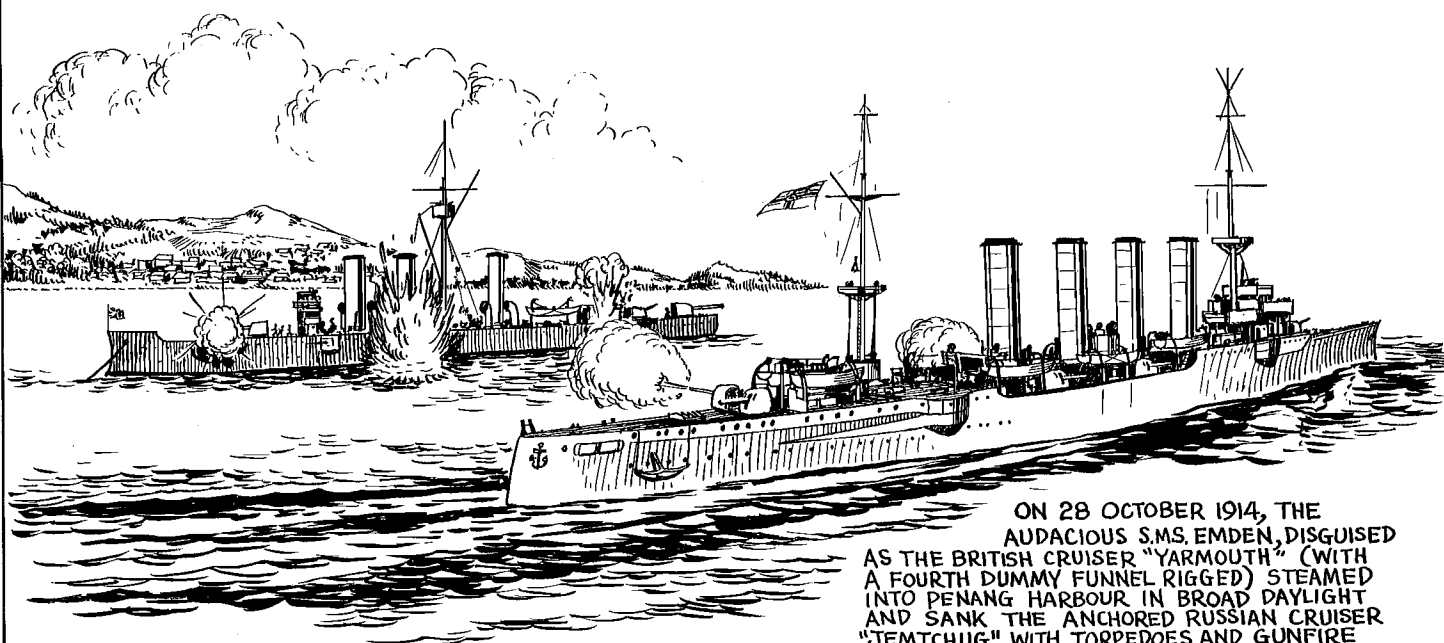
LT.-CDR. FREDERICK ARTHUR WEBB, CD; commenced service in the RCNVR on Nov. 2, 1932, as an ordinary seaman; transferred to RCN as ordinary seaman on Aug. 27, 1938; served in *Naden*, *Armentieres*, *Restigouche*, *Stadacona*, *Ottawa*, *Vegreville*, *Hochelaga*, *Cornwallis*, *Peregrine*, *Niobe*, HMS *Glory*; promoted to acting commissioned gunner on Nov. 14, 1949; served in *Stadacona*, *Nootka*, *Naden*, *Athabaskan*, *Niobe*, *Beacon Hill*, *Cornwallis*, *Cayuga*; last appointment *Naden*, on staff of Flag Officer Pacific Coast as Equipment and Trials Officer (TAS); commenced leave Dec. 7 1964; retires on June 27, 1965.



Naval Lore Corner

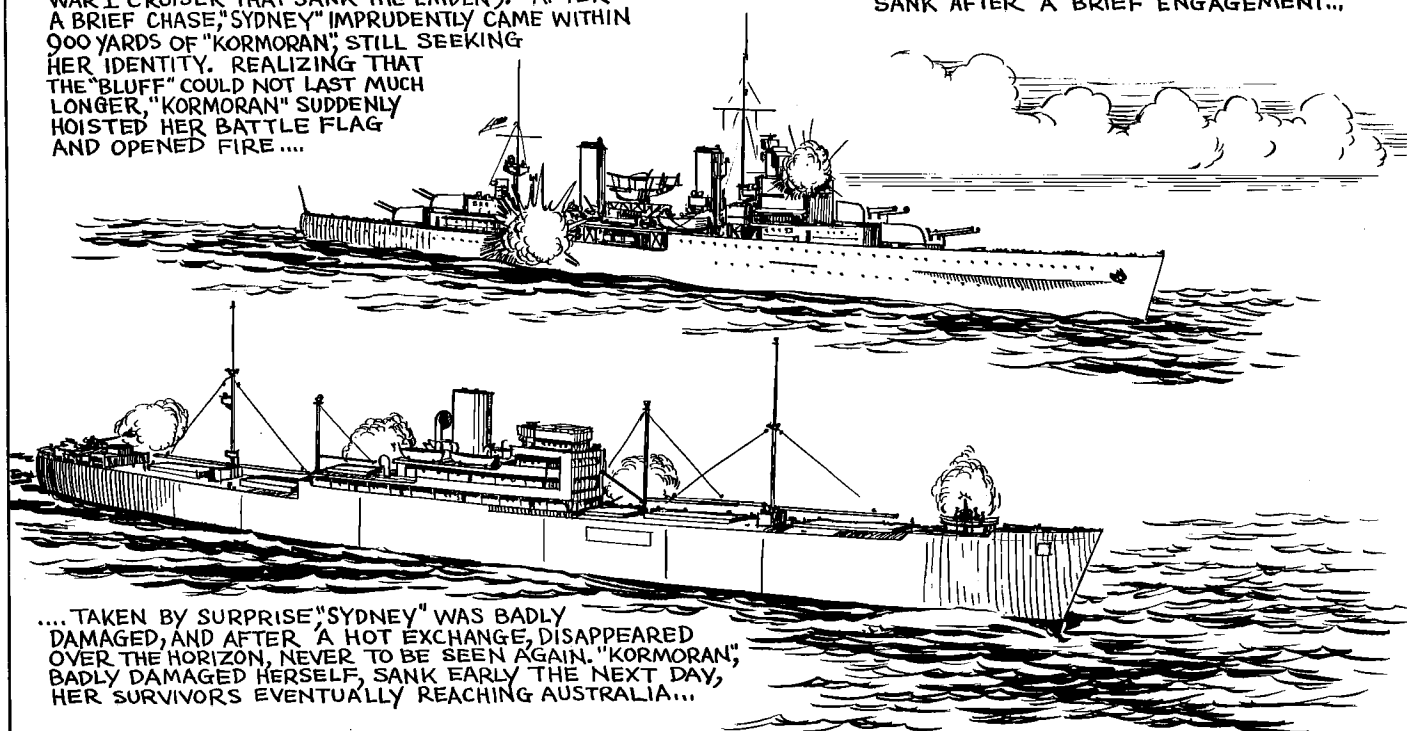
Number 134 "RUSE DE GUERRE"

THE MOST FAMOUS RAIDER IN MODERN TIMES WAS THE GERMAN CRUISER "EMDEN" WHICH LEFT THE CHINA STATION EARLY IN 1914 AND EMBARKED UPON A HIGHLY-SUCCESSFUL RAIDING CAREER, SINKING OR CAPTURING 22 ALLIED SHIPS IN A 97-DAY PERIOD BEFORE BEING CAUGHT AND SUNK BY H.M.A.S. SYDNEY OFF COCOS-KEELING ISLANDS ON 9 NOVEMBER...



ON 28 OCTOBER 1914, THE AUDACIOUS SMS EMDEN, DISGUISED AS THE BRITISH CRUISER "YARMOUTH" (WITH A FOURTH DUMMY FUNNEL RIGGED) STEAMED INTO PENANG HARBOUR IN BROAD DAYLIGHT AND SANK THE ANCHORED RUSSIAN CRUISER "JEMTCHUG" WITH TORPEDOES AND GUNFIRE BEFORE THE LATTER COULD RAISE STEAM. AFTER HER EXIT FROM THE HARBOUR, "EMDEN" WAS GALLANTLY ATTACKED BY THE FRENCH DESTROYER "MOUSQUET", WHICH SHE ALSO SANK AFTER A BRIEF ENGAGEMENT...

ON 19 NOVEMBER, 1942, THE GERMAN RAIDER "KORMORAN" FLYING THE DUTCH FLAG, WAS SIGHTED BY H.M.A.S. SYDNEY (THE SUCCESSOR OF THE WORLD WAR I CRUISER THAT SANK THE "EMDEN"). AFTER A BRIEF CHASE, "SYDNEY" IMPRUDENTLY CAME WITHIN 900 YARDS OF "KORMORAN", STILL SEEKING HER IDENTITY. REALIZING THAT THE "BLUFF" COULD NOT LAST MUCH LONGER, "KORMORAN" SUDDENLY HOISTED HER BATTLE FLAG AND OPENED FIRE....



.... TAKEN BY SURPRISE "SYDNEY" WAS BADLY DAMAGED, AND AFTER A HOT EXCHANGE, DISAPPEARED OVER THE HORIZON, NEVER TO BE SEEN AGAIN. "KORMORAN", BADLY DAMAGED HERSELF, SANK EARLY THE NEXT DAY, HER SURVIVORS EVENTUALLY REACHING AUSTRALIA...

CANADA
POSTAGE PAID
PORT PAYÉ

*If undelivered,
return COVER WITH CONTENTS to:*

The Queen's Printer, Ottawa, Canada

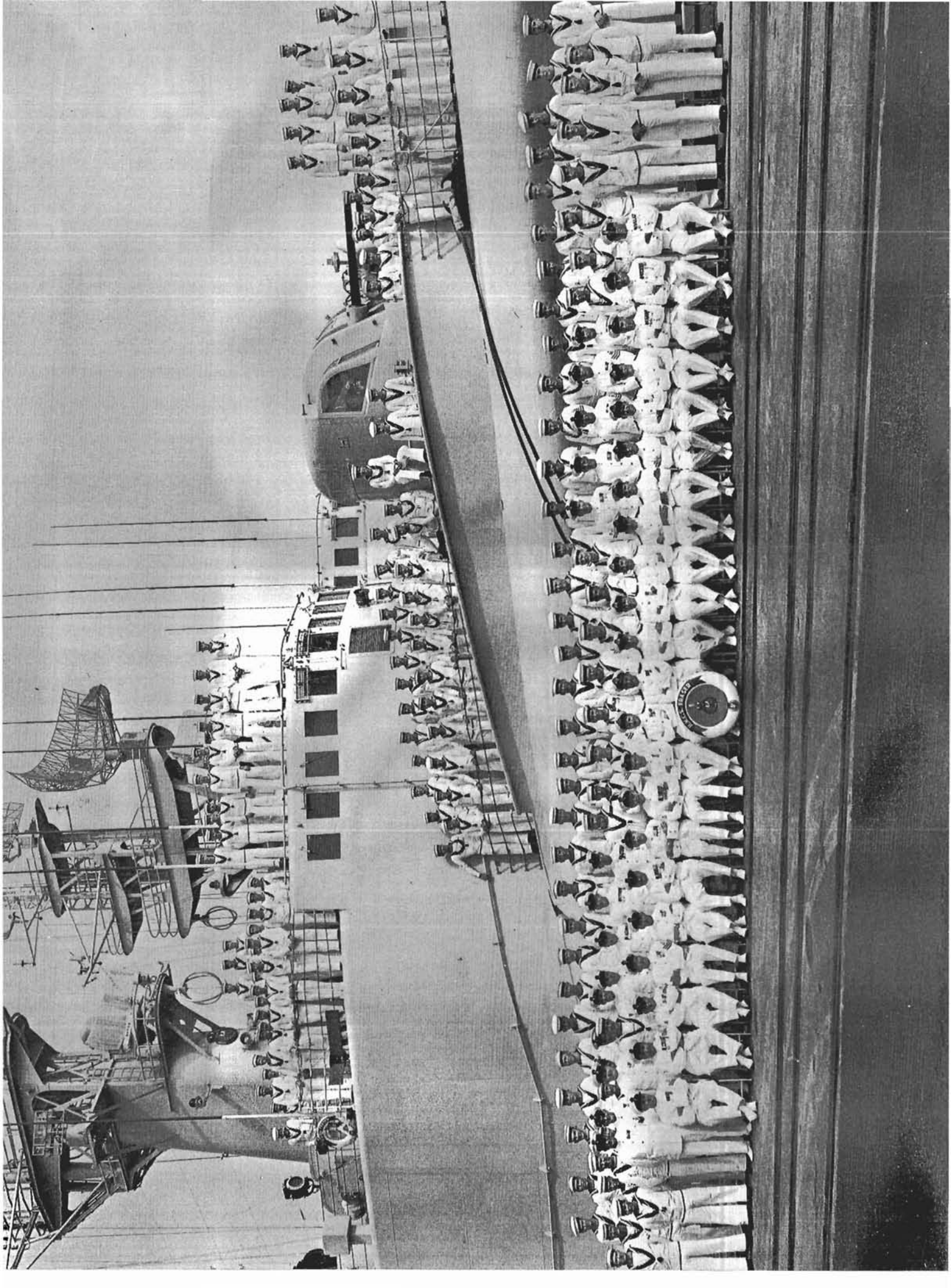
*En cas de non-livraison,
retourner cette PUBLICATION INTACTE à:*

L'Imprimeur de la Reine, Ottawa, Canada





The CROWSNEST



The CROWSNEST

Vol. 17 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY 1965

CONTENTS

	Page
RCN News Review	2
A 'Former Naval Person'	5
The New Flag	6
Esquimalt Tops Fire Prevention	10
Officers and Men	11
Weddings and Births	11
Video Drama	15
Home from the Sea	17
Here and There in the RCN	18
Afloat and Ashore	19
Science and the Navy	21
Books for the Sailor	23
The Navy Plays	25
Retirements	27
Naval Lore Corner No. 135	Inside Back Cover

The Cover—Royal Canadian Navy Trackers are shown on the tarmac at Roosevelt Roads naval base in Puerto Rico, wearing Canada's new national flag. The flag became official on Feb. 15 while the aircraft were exercising with Canadian and U.S. forces in the Caribbean. (U.S. Navy Photo)

FAMILY PORTRAIT

A photograph that contrived to show not only the ship's company but also the graceful lines of their ship was taken when HMCS *Fraser* was in Pearl Harbour before sailing for blast tests in Hawaiian waters. The out-board ship is the *Qu'Appelle*, which accompanied the *Fraser* to Hawaii but went her separate way for exercises.

The high-explosive tests were a follow-up to one conducted at Suffield, Alberta, where 500 tons of TNT were exploded on the open prairie. In the Hawaiian tests a similar amount of TNT was touched off on an islet near which a retired cruiser, ex-USS *Atlanta*, the *Fraser* and USS *Cochrane* were stationed. The blast was estimated to be equivalent to that of a one kiloton nuclear explosion, with the advantage of causing no nuclear fallout. (O-15930-50)

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 Secretary Defence Staff, Canadian Forces Headquarters, Ottawa, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of \$2 a year; outside of North America, \$3. Orders, accompanied by cheque or money orders payable to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
OTTAWA, Ontario,
Canada

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

EDITOR,
The Crowsnest,
Canadian Forces Headquarters,
OTTAWA, Ontario.



RCN NEWS REVIEW

Wheeling gulls and the setting sun mark the close of another day of exercises in Strait of Juan de Fuca for HMCS Saskatchewan, destroyer escort of the Pacific Command. (E-79492)

New Associate Minister Named

The appointment of Hon. Leo Cadieux, Member of Parliament for Terrebonne, as Associate Minister of National Defence, was announced on Feb. 12 by Prime Minister L. B. Pearson. It was announced at the same time that Hon. Lucien Cardin had been transferred from the Defence post to Minister of Public Works.

Mr. Cadieux was born May 28, 1908, in St. Jerome, Que. He attended St. Jerome Commercial College and is a graduate of the Seminary of Ste. Therese de Blainville.

From 1941 to 1944 he served with the Canadian Army as a public relations officer in Ottawa. In 1944 he was a war correspondent for *La Presse*, Montreal, reporting from the United Kingdom and France.

Following the war, Mr. Cadieux became a director of the publications *L'Avenir du Nord* and *La Revue Moderne*. In 1948 he was elected mayor of St. Antoine des Laurentides for a two-year term. From 1953 to 1956 he was president of the St. Antoine des Laurentides school board.

Mr. Cadieux has been a member for the Quebec riding of Terrebonne since the June 1962 general election.

Mr. Cadieux and his wife, the former Monique Plante, of Mont Laurier, reside in St. Antoine des Laurentides.

Hon. Paul Hellyer, Minister of National Defence, in commenting on the appointment of Mr. Cardin, said:

"I wish to congratulate Hon. Lucien Cardin on his appointment as Minister

of Public Works and publicly thank him for the superb job he has done as Associate Minister of National Defence.

"Mr. Cardin has carried out his assignment in the Department of National Defence in a quiet, extraordinarily effective manner, and whatever accomplishments we have been able to achieve in reorganizing the Canadian Armed Forces and establishing a new direction for Canadian defence would not have been possible without his wholehearted, dedicated and remarkably effective assistance.

"I wish him well in his new appointment."

Spring Training Takes Ships Afar

The two-ocean activities of the Royal Canadian Navy were gaining momentum in mid-February.

The aircraft carrier *Bonaventure*, queen of the Atlantic fleet, was at San Juan, Puerto Rico, in conjunction with the annual winter exercise "Maple Spring" and combined RCN-USN exercises in the Caribbean called "Maple Springboard".

The *Provider* was at Bridgetown, Barbados, at the time, except for a quick dash out of port to seek a missing fishing vessel which she brought back with the three crewmen in good shape.



HON. LEO CADIEUX

The destroyer escort *Terra Nova* was poised at Halifax to join the manoeuvres and several others, including two hard-working British submarines under Canadian operational control, were in the thick of the Caribbean activity, based on San Juan and Roosevelt Roads, both U.S. Navy bases on Puerto Rico.

Ultimately 4,000 naval and maritime RCAF personnel will have been involved. The Canadian Army is administering the temporary Canadian barracks at Roosevelt Roads. Canadian naval and air force anti-submarine aircraft are operating from there with USN aircraft and the RCN and USN ships allocated a total of 140 units.

The destroyer escort *Columbia*, member of a newly formed NATO anti-submarine destroyer force, was en route in mid-February to Rosyth, Scotland, and NATO Exercise Pilot Light. The helicopter destroyer *Ottawa* meanwhile had "chopped" to the Flag Officer Atlantic Coast in the Panama Canal zone while en route from Esquimalt to Halifax. Another helicopter destroyer, the *Assiniboine*, was carrying out night flying trials with Sea King helicopters off Halifax.

Nearing the equator and bound for the Galapagos Isles was the repair ship *Cape Scott*, her medical expedition to Easter Island in the remote southeast Pacific accomplished. Like Maple Spring forces, she was to return to Halifax March 17.

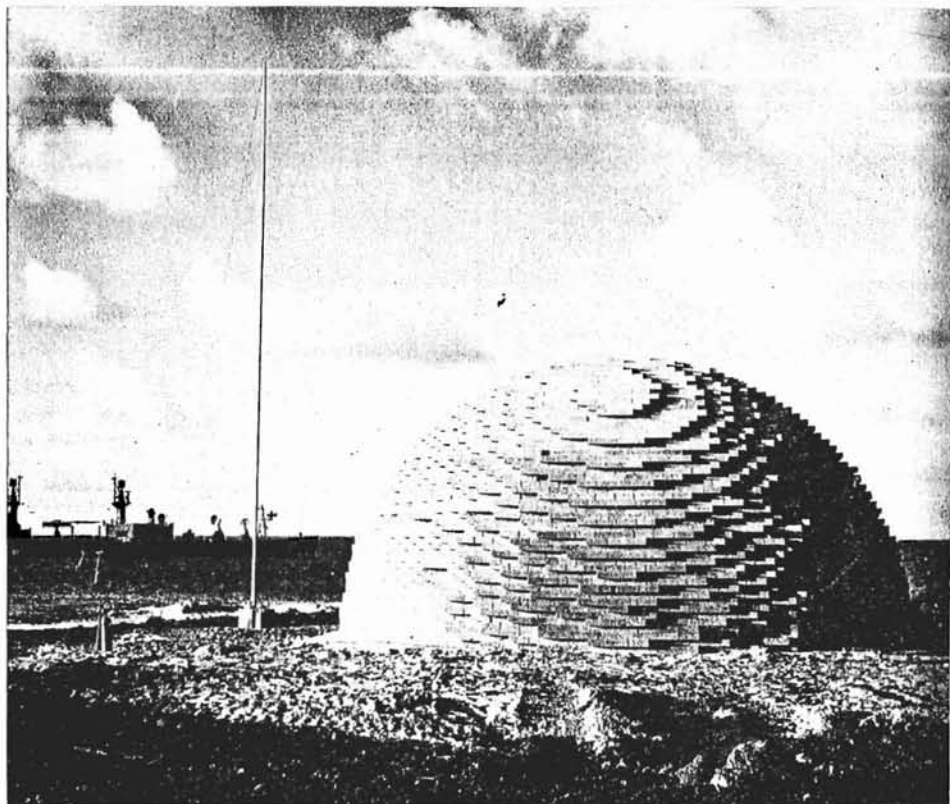
The destroyer escort *Yukon* and ocean escorts *Sussexvale* and *New Glasgow* were en route to Balboa with Short Service Officer Plan cadets embarked on a Central American training cruise.

The destroyer escorts *Fraser* and *Qu'Appelle* were returning separately from Hawaii where the former took part in a simulated nuclear blast test of the U.S. Navy and emerged unscathed despite airblast overpressures equal to one kiloton burst. The 500 tons of TNT used was piled in a mound two storeys high.

At Esquimalt, matters were in hand for a major cruise to the Orient of three other warships. The destroyer escorts *Mackenzie* and *Saskatchewan* and ocean escort *Beacon Hill* were leaving on the 22nd on a training cruise to ports as far away as Japan.

Provider Finds Missing Vessel

The operational support ship HMCS *Provider* was diverted Feb. 16 from her berth at Bridgetown, Barbados, to search for two fishing vessels reported by the U.S. Coast Guard to be missing about 100 miles west of the Lesser Antilles island of St. Lucia.



This is the big bang to which HMCS *Fraser* was subjected off Hawaii in early February. The ship seen in the picture is the retired U.S. cruiser *Atlanta*. The *Fraser* was stationed at a somewhat more comfortable distance from the explosion. The igloo shown in the lower picture is actually a stack of TNT blocks, to the total of 500 tons, which was touched off on an island near the ships. (USN Photos)

The *Provider* was at Barbados in connection with annual winter exercises of the RCN Atlantic Command in the Caribbean.

The *Provider* left port Feb. 15 and, guided by a U.S. Navy patrol plane which had spotted one of the vessels, came up to the *Victor II* at noon the next day.

The three crewmen were given fresh water to drink (they had been missing three days), then brought on board to be fed and given spare clothing by the Canadian warship. They were in good condition.

The *Provider* then hoisted their boat on board and the ship returned to Bridgetown to land them, meanwhile searching en route for the other vessel, the *Silver Sea*. Other ships and aircraft continued the search for the latter.

Divers Recover Flyers' Bodies

The Royal Canadian Navy's diving team which assisted in recovery of a USAF tanker plane that crashed in an ice-covered lake near Stephenville, Nfld., in December, has been commended by the Commander U.S. Strategic Air Command, General J. Ryan.

In a message to Canadian Forces Headquarters, General Ryan said:

"Please convey my appreciation to Lt. Alan Sagar, and the members of his salvage and diving team from HMCS *Granby*. From Dec. 21 until Jan. 15, 1965, Lt. Sagar and his team provided exceptional service in the recovery of crew members and the aircraft that crashed at Ernest Harmon AFB.

"To recover 95 per cent of the aircraft and four of the five deceased crew members from 80 feet of water under

extremely adverse weather conditions was an outstanding feat. The support to the investigation board has enabled them to determine the cause of the accident. The attitude and co-operation of Lt. Sagar and his team has been exceptional throughout the recovery operation."

Members of Lieutenant Sagar's team were CPO Vernon Melanson, PO Alan Haywood, Leading Seamen Glen Frauzel, Gordon H. Rank, William Lukemen, Donald McLeod, Charles Doyle and Able Seamen Ralph Romans and Robert Smith.

Jonquiere Again Wins Sonar Award

For the second year in a row, HMCS *Jonquiere*, ocean escort of the Pacific Command, has won the sonar proficiency award for ships of the Fourth Canadian Escort Squadron.

The 1964 trophy went to the *Jonquiere's* sonar team on the basis of its performance in the ATH unit in the Fleet School at Esquimalt.

Ottawa Steams For East Coast

The destroyer escort *Ottawa* sailed from Esquimalt on Feb. 2 bound for Halifax and service with the Atlantic Command of the RCN.

Commanded by Cdr. J. P. Côté, the warship carries 12 officers and approximately 210 men, practically all of them members of the ship's company which brought the destroyer escort *Yukon* to Esquimalt from Halifax.

The *Ottawa* reached San Francisco on Thursday, Feb. 14, and left the Golden Gate city the following Sunday.

The ship after passing through the Panama Canal, was to reach Halifax on Feb. 26.

The *Ottawa* was re-commissioned last Oct. 28 following a major refit. The work, which lasted almost a year, included the installation of variable depth sonar and incorporation of a helicopter hangar and flight deck.

Officer Cadet Cruise Begins

Some 52 RCN Short Service Officer Plan cadets under training at HMCS *Venture* are experiencing their first taste of life at sea on board ships of the Pacific Command.

Forty SSOP cadets left Esquimalt on Jan. 25 in two ocean escorts of the 4th Canadian Escort Squadron the *Sussexvale* and *New Glasgow*.

They were joined early in February by an additional 12 SSOP cadets who sailed on board the destroyer escort *Yukon*.

The *Yukon* left Esquimalt on Feb. 7 to join the other ships in Long Beach, California.

During the cruise, the three ships are under the overall command of Captain E. P. Earnshaw.

The Short Service Officer Plan cadets, who range in age from 18 to 24, began training at *Venture* last September. The cruise is intended to put into practice much of the training they have been given in the classroom since last fall, and in addition is exposing them to life in seagoing ships of the command.

The cruise includes calls at ports on the west coast of the United States and to several ports in Central America, including Balboa at the entrance to the Panama Canal.

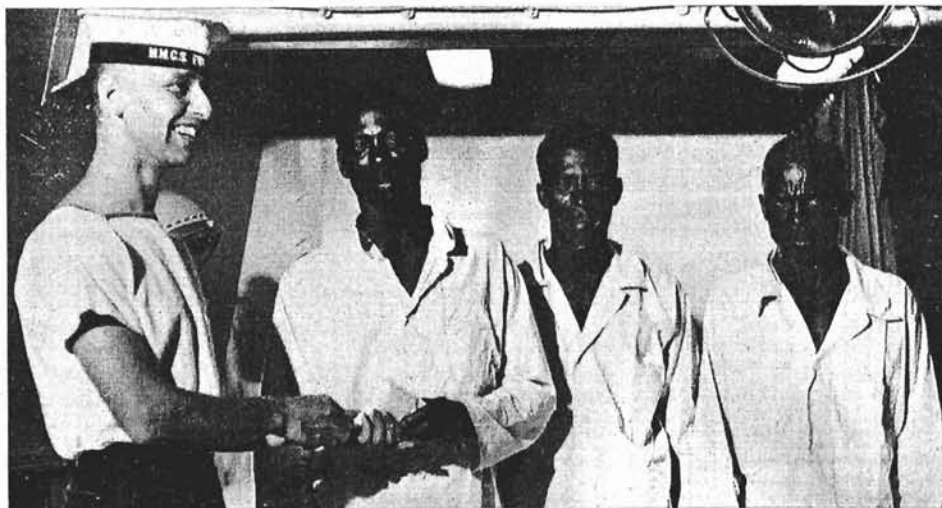
The three ships are to return to Esquimalt early in April.

HUP Presented To War Museum

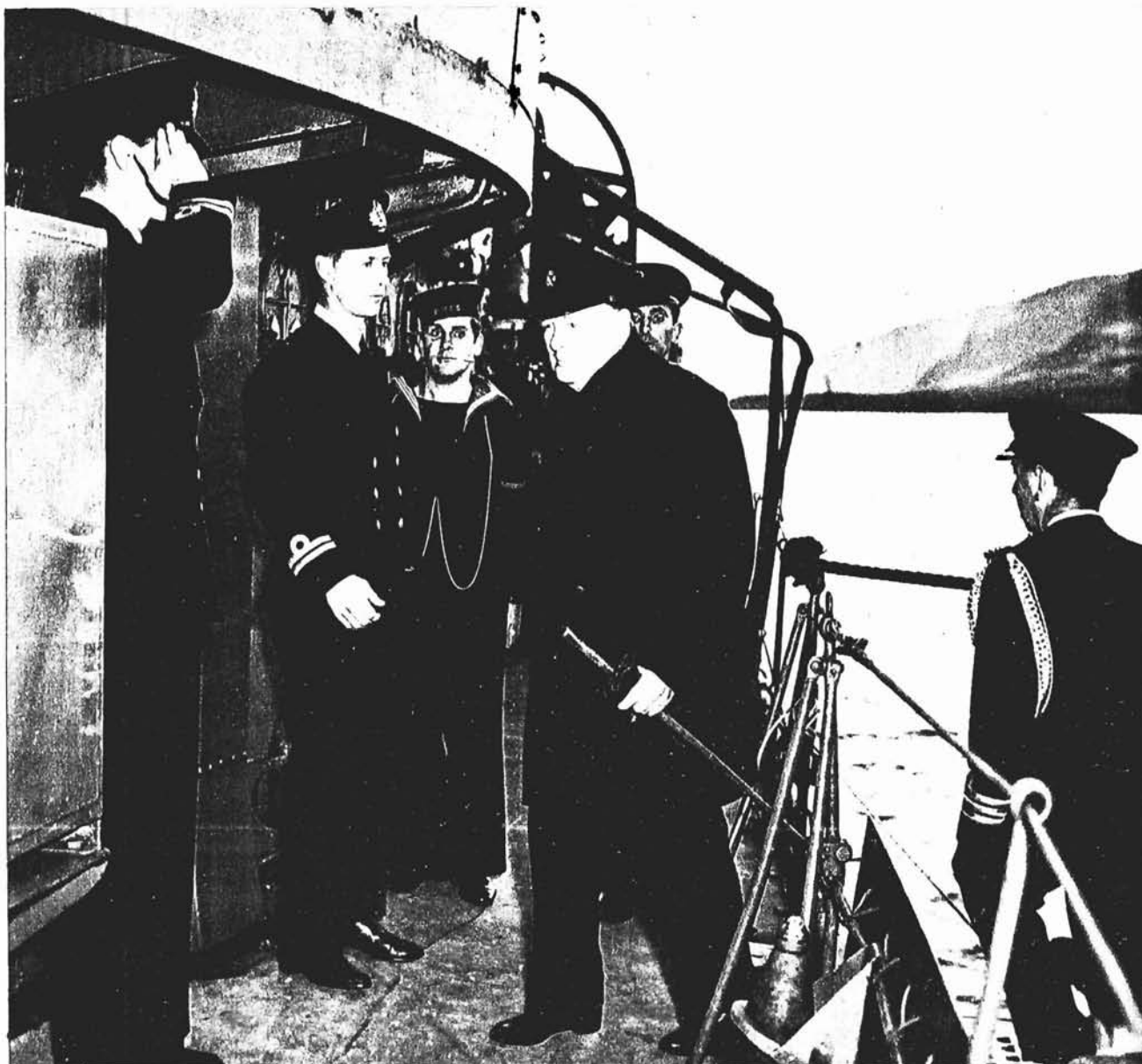
The last of three HUP-3 helicopters, employed on air-sea rescue work, photography and other naval errands in the Pacific Command, has been retired after 13 years' service. It has been presented to the Canadian War Museum in Ottawa.

The Piasecki HUPs first came into service with the RCN in 1952 and they initially saw service in the Atlantic Command and later with HMCS *Labrador* during her survey voyages in the Arctic.

The HUP carried a crew of two but could accommodate four passengers. During the career of the HUPs two crew members were awarded George Medals and others won commendations.



Ldg. Sea. Richard (Dick) Windsor, a naval storesman in HMCS *Provider*, chats with three Caribbean fishermen rescued by his ship in February. The *Provider* was diverted from a recreational call at Barbados during Exercise Maple Spring to search for two fishing vessels missing for nearly a week about 100 miles west of St. Lucia. One, spotted by a USN aircraft out of Trinidad, was hoisted on board the ship and taken, with survivors, to Barbados.



A Visit from a 'Former Naval Person'

IT IS ENTIRELY probable that Winston Churchill was the only living person who could have rallied the forces of the rest of the world to destroy the terrible menace of the Axis. Thus, sorrow was tempered with gratitude that such a man had lived and that, when his long and useful life had drawn inevitably to a close, the end was without pain.

The navies of the world felt honoured that he chose to refer to himself in correspondence with President Franklin D. Roosevelt as a "Former Naval Person".

His contacts with the Royal Canadian Navy were few, but one occurred on a memorable occasion, the Placentia Bay meeting with President Roosevelt in August 1941 when it was decided that the United

States, still officially at peace, should share the task of protecting North Atlantic shipping.

One of the ships at Placentia was HMCS Assiniboine. The accompanying picture shows the arrival of Churchill on board for a brief visit with the Canadian sailors. The officer about to extend his hand in greeting was Lt. John Hamilton Stubbs, commanding officer, who a year later won the Distinguished Service Order for destroying a U-boat in a desperate surface action. He died a hero's death in the spring of 1944 when his ship, HMCS Athabaskan, was sunk in a blazing English Channel action.

Somehow it seems fitting that, on this brief visit to a Canadian warship, this great man should have been greeted by an officer whose career remains an inspiration to the Royal Canadian Navy to this day.



A tri-service flag party awaits the hoisting of the new Canadian flag Feb. 15 at the base of the Peace Tower on Parliament Hill as Chaplain of the Fleet E. G. B. Foote, Protestant Chaplain General of the Armed Forces, offers prayer. Members of the flag party are Sgt. W. Bigras, CA(R); PO S. Fowler, RCN; Sgt. J. R. Danis, RCAF, and, at the halyards Const. Gaetan Secours, RCMP. (PL-145088)

THE NEW FLAG

ACROSS HALF the world at noon on Feb. 15 ships of the Royal Canadian Navy hauled down for the last time the cherished White Ensign and hoisted in its stead the bright, hopeful new maple leaf flag of Canada.

In mid-Pacific, off the coast of South America, in the balmy Caribbean or on the chill waters of the North Atlantic and North Pacific the change was observed in ceremonies, sometimes emotion charged, but all pledging loyalty and devotion to Canada and its flag.

Ashore, in Canada's capital, at Halifax, at Esquimalt, at Cornwallis, and other shore establishments the change was observed with greater formality than was possible at sea. At Saclant headquarters, on the day of the ceremonial raising of the new Canadian flag, a light snowfall brought an end to mild, springlike Virginia weather, as if to remind those present that this was indeed Canada's day, weather and all.

At Shearwater, Pat Bay, Debert and at Roosevelt Roads, Puerto Rico, the new emblem was painted on naval aircraft.

The focal ceremony, marking the change from the Red Ensign to the new flag, was held on Parliament Hill in Ottawa in the presence of members of parliament, representatives of the



Able Seaman Douglas Day and Clinton MacBurnie cast a critical eye over their handiwork after stencilling the new flag on the rudder fin of a Tracker aircraft at Roosevelt Roads naval station in tropical Puerto Rico. (HS-77193-52)

Armed Forces and Royal Canadian Mounted Police and an assembly of some 5,000 citizens.

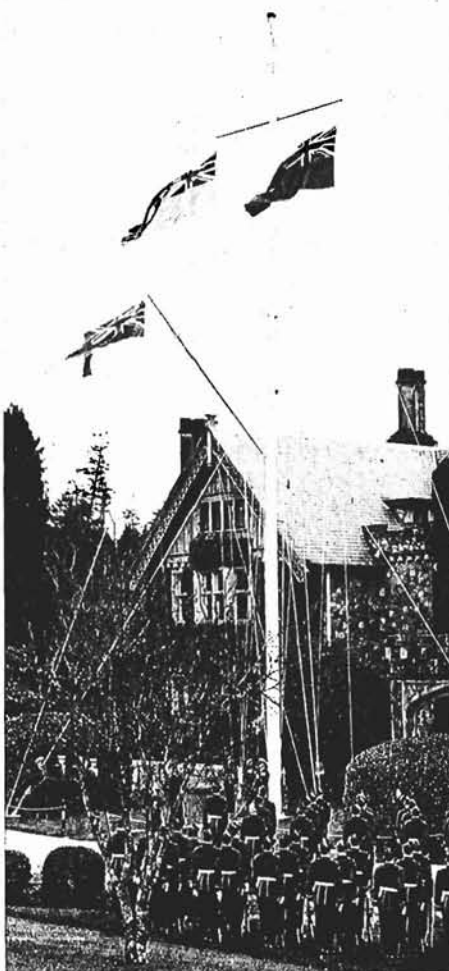
Armed forces participation in the noon-hour ceremony included a naval detachment, an Army guard of honour, fanfare trumpeters and orchestra from the RCAF, a gun's crew from the Royal Canadian Artillery and two tri-service flag parties.

A naval detachment from Canadian Forces Headquarters lined two sides of the ceremonial platform at the base of the Peace Tower where His Excellency the Governor-General, the Prime Minister and the Leader of the Opposition headed a group of distinguished participants.

The 2nd Battalion, the Canadian Guards, with its band, mounted a 100-man guard of honour. Three 21-gun salutes were fired in nearby Major Hill Park by a troop from the 30th Field Regt., RCA (M). One salute marked the raising of the new flag, the others the arrival and departure of His Excellency at the Hill.



Vice-Admiral I. W. T. Beloe, RN, Deputy Sac-lant, presents the new Canadian flag to Lt.-Cdr. Clarke Mecredy, RCN, in ceremonies at the flag plaza of the Supreme Allied Commander Atlantic at the NATO headquarters on Feb. 15. (Sac-lant Photo)



The ensigns of the three services fly for the last time at the Canadian Services College, Royal Roads. Moments later they were lowered and the new Canadian flag flew in their place. (RR-3830)



Noon on Feb. 15, the moment when Canada's new flag was born, came the latest of all, among ships of the Royal Canadian Navy, for HMCS Fraser, steaming homeward across the Pacific from Hawaii, where she had been taking part in shock tests. (O-15930-115)

For the indoor ceremony, fanfare trumpeters and a 12-piece orchestra furnished appropriate music including a special flourish for the lowering of the Red Ensign.

The two tri-service flag parties each included an RCMP member in scarlet tunic, who handled the halyards.

Members of the flag party who lowered the old Red Ensign included PO W. Stephens, RCN, in charge; Sgt. A. J. Ferguson CA(R); Sgt. J. Shkwarek, RCAF, and Sgt. A. J. Goswell, RCMP. Those who raised the new flag were PO S. Fowler, RCN, in charge; Sgt. W. Bigras, CA(R); Sgt. J. R. Danis, RCAF; and Const. Gaetan Secours, RCMP.

The new Canadian flag waved in many foreign breezes as Canadian servicemen the world over held ceremon-

ies similar to those on Parliament Hill in Ottawa.

Alaska, Puerto Rico and the remote southeast Pacific were three of the more unusual locations to see the Maple Leaf unfurled. Other major ceremonies were held by contingents on peace-keeping duties in Cyprus, Germany, France and Egypt.

In Alaska the Royal Canadian Regiment took time out from the U.S. Army Exercise Polar Strike. In ceremonies in the West Indies, the U.S. Navy fired a 21-gun salute as RCN aircraft and helicopters flew past over San Juan, Puerto Rico. The new Canadian Flag was hoisted on board HMCS *Bonaventure*, the destroyer escort *Chaudiere* and ocean escort *Cap de la Madeleine* alongside the U.S. Naval base there.

Elsewhere in the Caribbean area, other RCN units on winter exercises held similar observances with the operational support ship *Provider* and destroyer escort *St. Laurent* at St. Croix, one of the U.S. Virgin Islands.

Near the equator, the Navy repair ship *Cape Scott*, homeward bound from the Easter Island medical expedition, had her flag-raising at sea en route to the Galapagos Islands.

At the North Pole, a new Canadian flag, encased in a canister, had been dropped days earlier by an RCAF *Argus* during a navigation flight.

At Saclant headquarters in Norfolk, Virginia, the formal flag raising ceremony was presided over by Vice-Admiral W. T. Beloe, RN, Deputy Supreme Allied Commander Atlantic, on the plaza where the flags of the 15 NATO nations are flown. The Canadian government was represented by Commodore James Pratt, Chief of Staff to the Flag Officer, Atlantic Coast, Halifax.

Wives and children of Canadian per-

sonnel in the Norfolk area were invited to join the other guests for the ceremony which began at 11.50 am with the hauling down of the Red Ensign to the accompaniment of "Evening Colours", played by the band of the Commander-in-Chief, U.S. Atlantic Fleet.

Lt.-Cdr. Clark Mecedry, RCN, the colour officer, marched off the flag to the music of "Auld Lang Syne" and presented it to Admiral Beloe, who in turn passed it to Commodore Pratt for safe-keeping.

Commodore Pratt then presented the new flag to Admiral Beloe. It was quick marched to the pole of honour to "The Maple Leaf Forever" and, after a prayer of dedication by the chaplain, it was slowly hoisted at 12 noon to the playing of "O Canada" and "The Queen".

Perhaps the most moving ceremony of all was that held at HMCS *Stadacona* where 30 ships and establishments in the RCN's Atlantic Command laid away their familiar White and Blue Ensigns for the last time. It was an experience

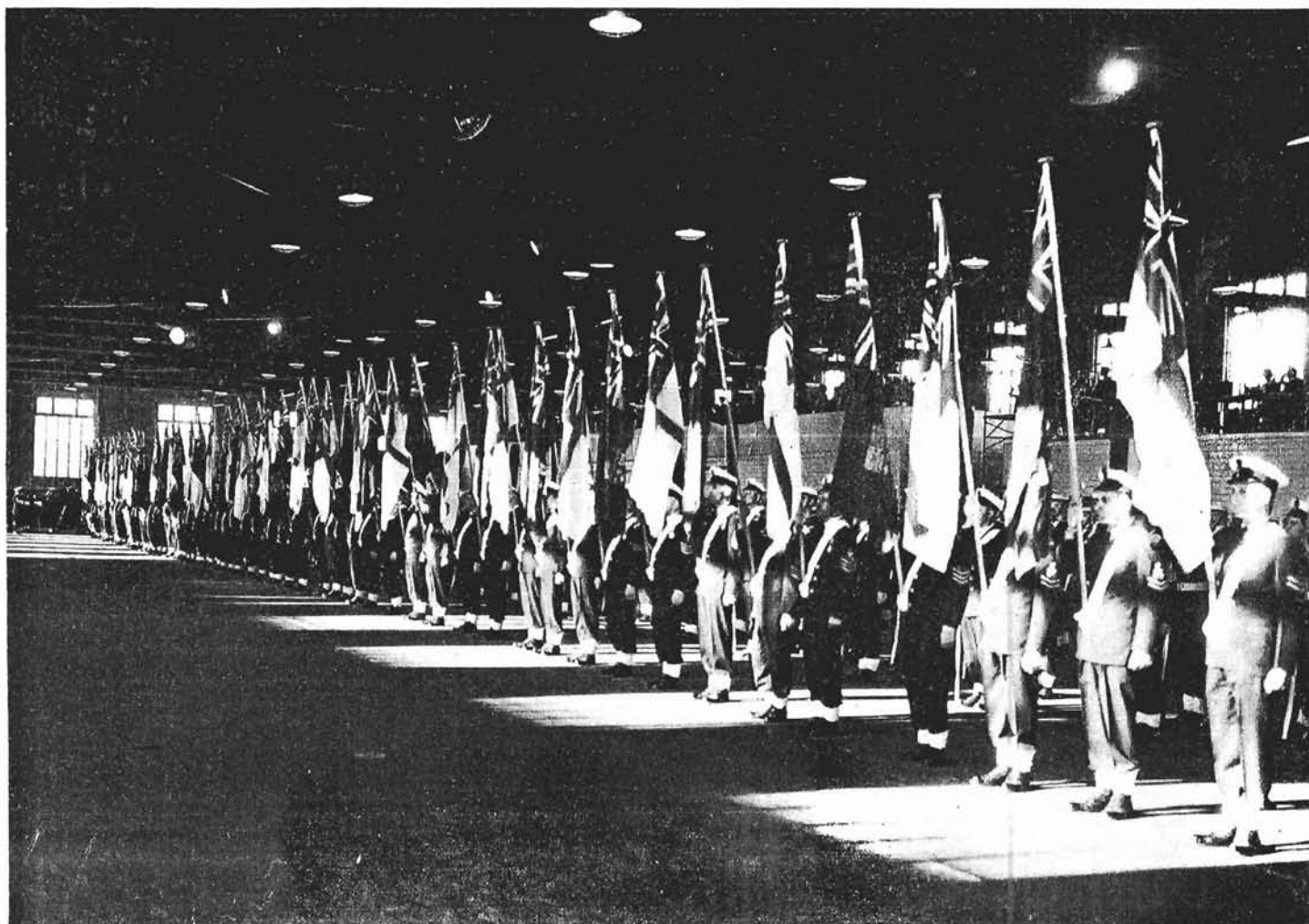
shared by television viewers of Eastern Canada over CBC networks.

Ninety ensign bearers, all petty officers first class, formed the focal point of the ceremony. Thirty carried White Ensigns, 30 Blue Ensigns and 30 bore the Canadian Flag—representing in all the 30 ships and shore bases making up the RCN's Atlantic Command.

Participating in the ceremony were 600 officers and men forming one unarmed battalion, a 100-man guard from HMCS *Cornwallis*, the colour parties, the band of HMCS *Stadacona* and a drum party from *Cornwallis*. Cdr. W. D. Johnston was the parade commander.

Before the arrival of the Flag Officer Atlantic Coast, Rear-Admiral W. M. Landymore, the ensigns were marched in, followed by the 100-man guard from *Cornwallis*.

After the admiral's arrival, the ensign bearers stepped forward, carrying the 30 White and 30 Blue Ensigns, the guard presented arms and the band played "God Save the Queen" in salute to the naval ensigns.



The White and Blue Ensigns of the Atlantic Command are displayed for the last time on the occasion of the raising of the new Canadian flag at *Stadacona*. (HS-77503)

Then, as an officer called out the familiar names: "Her Majesty's Canadian Ships *Algonquin*, and *Assiniboine*, . . . *Bonaventure* and *Buckingham* . . . *Terra Nova* and *Victoriaville*," the Ensign bearers marched forward two by two to place each White and Blue Ensign against an altar rail. Inside the rail, were piled the ceremonial drums presented in 1960 to the RCN's Atlantic Command by the Province of Nova Scotia on the occasion of the Navy's 50th Anniversary.

Chaplain (P) Earl Sigston and Chaplain (RC) J. A. MacLean led the parade in a brief service of prayer.

Admiral Landymore then addressed the parade.

The ensigns were retrieved by the ensign bearers and as they reformed in a single line of 30 White and 30 Blue Ensigns before the dais, the band played the "Heart of Oak" as the final salute was made to the ensigns.

The ensigns were slowly furled, then

cased. The bearers carrying the Canadian flag, still cased, stepped forward. The Canadian flags were uncased and unfurled, and the new flag was saluted as the band played "O Canada".

The ceremony concluded with Admiral Landymore taking the salute as the guard marched past.

At HMCS *Naden* a cold wind blew across the Strait of Juan de Fuca and swept over the parade ground where nearly 1,000 sailors were assembled.

Shortly before noon officers and men had taken up their positions. With them were representative groups from ships and establishments of the Pacific Command. The *Naden* band was in the middle of the assembly. A 100-man guard of honour was in position directly in front of the dais.

The dramatic ceremony started with Rear-Admiral M. G. Stirling reading the Queen's Proclamation authorizing the flying of the new Canadian flag.

Then came the significant moment.

The band started playing "God Save the Queen", and the White Ensign which had been fluttering high above the parade ground, started its slow descent. Simultaneously the new maple leaf flag was slowly hoisted.

As the two flags passed at the half-way mark the band started playing "O Canada". The anthem ended when the new flag reached the top of its staff. Nearby, naval guns fired a 21-gun salute.

Naval chaplains read brief prayers. Admiral Stirling, in a prepared address, expressed the hope that "we will honour our new ensign as we did our former one."

Slow-marching colour parties marched off the Navy's White Ensign and the Blue Ensign as the naval band played "Auld Lang Syne". Then the new flag was marched on for the first time.

The 45-minute flag ceremony ended with a march-past by all who participated.

An End and a Beginning

ON THE OCCASION of laying away the RCN's White and Blue Ensigns at HMCS *Stadacona* on Monday, Feb. 15, Rear-Admiral W. M. Landymore, Flag Officer Atlantic Coast said:

"The ceremony which brings us together today marks an end and a beginning.

"In a moment we will pay final tribute to two ensigns which for more than half a century have been the insignia of the Royal Canadian Navy. Then we will uncase and unfurl the new flag, and in so doing, will accept it into our keeping.

"Over this past half century our ships have sailed to all parts of the world, in peace and war, wearing the White Ensign, and when in port or at anchor, both at home and abroad, the Blue Ensign has flown from the jack staff of our ships. It has also distinguished our naval auxiliary vessels.

"It is never easy to break ties that link us with a proud and vital past. It is not easy to end old friendships if they cannot be renewed. I have no doubt, therefore, that for many of us here today and indeed, for many across Canada and throughout the Commonwealth, the separation of the White and Blue Ensigns from the Royal Canadian Navy, after so long a period, is an event we cannot help but experience with a feeling of regret.

"Many of us have taken the White Ensign for granted and it may not have occurred to us that a change might some day be made. It is only when such a change occurs that we realize how attached we are to the familiar things around us. Those of us who have personal memories of the sacrifices of war will feel the greater loss, and yet, if we pause for a moment to reflect, I feel that what we really should experience on this occasion is a sense of pride and satisfaction.

"I believe that this feeling should come from the realization that, throughout the whole period of the Royal Canadian Navy's association with the White Ensign, our Navy has upheld at all times the great honour and respect that this symbol has for centuries been accorded throughout the world. So many deeds of sacrifice and humility, so many acts of charity, so much comradeship, courage and loyalty are associated with the White Ensign that we should say to ourselves, 'This ensign has been held in trust; that trust has been discharged and now it can be laid aside with pride and with honour.' If we can say this, then surely regret must be short-lived.

"Now, in place of the White Ensign and the Blue Ensign we will fly the Canadian flag; and it will be flown with honour and respect. It comes to us naked of tradition and barren of association but it comes demanding us and challenging us to give it honour and glory. Those of us who serve now, and those young Canadians who will enter the naval service in the future must do so with a clear understanding that they will be responsible and answerable in peace and war for providing the new flag with an unblemished record to equal the unblemished history of the White Ensign. This is no matter to be treated lightly or carelessly. It will not be easy and it will not be painless.

"Let us then mark this occasion by laying aside our ensigns with pride and with thanksgiving, for their tenure has been one of honour and renown. Let us rejoice in our new flag and resolve that in the years ahead it will be for all who serve, the embodiment of our loyalty and devotion, to be made a worthy successor to those living symbols to which, this day, we bid our fondest farewells."

ESQUIMALT TOPS FIRE PREVENTION

THE 1964 Grand Award of the National Fire Prevention Association for all military establishments in Canada has been won by HMC Dockyard, Esquimalt. The award was announced by headquarters of the NFPA in Boston, Mass.

This is the third time since 1958 that HMC Dockyard has captured top honours in competition with army, navy and RCAF establishments across the country. The Esquimalt dockyard received the Grand Award in 1958 and again in 1962.

The Grand Award of the National Fire Prevention Association is given annually for "excellence in fire protection and year-round fire prevention efforts."

Extremely low fire losses in the area covered by the fire department of HMC Dockyard reflect the department's firm belief that every week should be fire prevention week. Last year fire losses in HMC Dockyard at Esquimalt totalled \$25. In 1963 they were nil. And in 1962 they were nil.

"The Dockyard's good record is due in large measure to the co-operation received from everyone concerned," said Lt.-Cdr. Gordon Ball, Pacific Command fire chief. His staff of 48, guarding the dockyard area against fire around the clock, is composed of civilian personnel.

He also had warm praise for co-operation extended by the City of Victoria and surrounding municipalities who throughout the year joined HMC Dockyard in special "fire prevention" events.

Throughout the year, naval firefighting departments conduct a continuing program of fire prevention education with large numbers of adult and youth organizations. Included are such groups as PTAs, Girl Guides, volunteer fire departments of the area, Boy Scouts, Cubs and others.

The Grand Award was first sent from NFPA headquarters in Boston to Canadian Defence Headquarters in Ottawa and from there forwarded to Esquimalt for presentation by Rear-Admiral M. G. Stirling, Flag Officer Pacific Coast, to the fire department of HMC Dockyard.

HMC Dockyard, Esquimalt, also won top 1964 honours in the "large class" naval phase of the competition "large" designating an establishment of 3,500 or more personnel. In this class, second



Defence Minister Paul Hellyer presents the Howard Green Grand Award Trophy in the Canadian Fire Prevention Contest to Commodore H. A. Winnett, Commodore Superintendent, Pacific Coast, as Lt.-Cdr. G. C. Ball, Base Fire Chief, HMC Dockyard, Esquimalt, looks on. The West Coast naval dockyard was judged winner of the National Fire Protection Association (International) annual fire prevention contest on the basis of their year-round inspection procedures and educational programs. The Howard Green Trophy is presented to the winner among the leading military and government entries. (PL-145134)

place honours went to HMC Dockyard, Halifax, and third place was won by HMCS *Shearwater*, the RCN air station.

In the "medium class" naval bracket (over 1,500 and under 3,500 personnel), first prize went to HMCS *Cornwallis*; second place winner was Belmont Park Married Quarters at Colwood, near Victoria and third place was taken by HMCS *Naden*.

"Small Class" winners (establishments of less than 1,500 personnel) were: First, the RCN Magazine at Rocky Point, near Victoria; second, VU-33, the RCN's utility air squadron stationed at Patricia Bay and third, the RCN's air facility at Debert, N.S.

In a "Special Class" (a base with no fire department) first place was taken by HMCS *Gloucester*, naval radio station near Ottawa, and second place was captured by HMCS *Aldergrove*, naval radio station near Vancouver.

An editorial, entitled "Amazing Record", in the Jan. 26 *Victoria Colonist*, said:

"The fire chief of Pacific Command of the Royal Canadian Navy gives full credit to 'everyone concerned' at HMC

Dockyard for the extraordinary record of the establishment's fire department, which for the third time since 1958 has enabled it to capture first place in the competition among Canadian military bases sponsored by the National Fire Prevention Association. The award is for excellence in fire protection and year-round fire prevention efforts.

"It is in the latter phase that the glory truly spreads its light on all the personnel at the base, even though the leadership comes from the department. For fire prevention is obviously receiving the utmost co-operation and interest from everyone when the losses from this source of destruction are as negligible as they have been: \$25 last year, and not a cent in the previous two years.

"This is a situation which invites the attention and thoughts of the whole admiring community. For if it is possible for a naval establishment of such size to cut damage by burning to such minimal level, it is possible also in the homes and business premises of the city to reduce the hazard tremendously by following the same rules."

OFFICERS AND MEN

Transport Given School Books

The operational support ship *Provider* sailed from Halifax on Jan. 25 with a cargo of 74 cartons of assorted books and school supplies for the children of Bridgetown, Barbados.

The school needs were collected during a campaign conducted by citizens of Annapolis, Kings and Digby Counties, Nova Scotia, after listening to an urgent appeal for assistance by Wallace Bartheaux, formerly a resident of Kentville, and now professor at Erdiston Teacher's College in the Barbados capital.

Mr. Bartheaux told his audience at West Kings High School of the poor, cramped conditions endured by the children in his school. There were few text books, slates had to be used in place of regular exercise books, and often three grades had to be packed into one room. He said there were 50,000 children of school age in an area one-sixth the size of Kings county.

Valley school administrators, with the encouragement of the Nova Scotia department of education, were able to collect 2,300 pounds of school material within weeks.

The problem of transportation looked almost insurmountable until the Navy came through with permission to utilize its "Grey Funnel Line" in the cause of education.

The *Provider*, on arrival in Barbados in early February, was met by the island's minister of education who represented the grateful children.

Four Awards For Suggestions

For the fourth time, Miss Helen Tringue, of Hull, Que., has earned an award from the Suggestion Award Board of the Public Service of Canada.

Miss Tringue, a clerk in Central Registry at Canadian Forces Headquarters, suggested a way to prune paperwork in civilian personnel files.

Weddings

Able Seaman Louis Dawson, *Shelburne*, to former Wren Donna Dumont, of Sooke, B.C.

Wren Patricia Donovan, *Shelburne*, to Mr. Perley Goodick, of Sandy Point, N.S.

Able Seaman Wayne Gowanlock, *Columbia*, to Wren Lorena Henderson, of Fort William, Ont., formerly of *Shelburne*.



Beginning the long journey to the Caribbean are these cartons of text books and school supplies, collected by the Counties of Annapolis, Kings and Digby, Nova Scotia. The books are part of the recently held collection to assist the schools of Barbados Island to where they were transported by HMCS *Provider*. Left to right are: R. E. Potts, general supervisor of the project, Cdr. M. A. Martin, Executive Officer, Cornwallis and Cdr. F. R. Fowlow, Material Officer, Cornwallis. Loading the cartons is PO J. Simpson. (DB-19560)

Her previous suggestions also led to administrative improvements in this section.

Her suggestions have gained for her a total of \$80.

Captain Porter Next CO of "Bonnie"

An officer who began his naval career on the "lower deck" of the RCN in 1939 will take command of the aircraft carrier *Bonaventure* at Halifax on April 2.

Captain Harry A. Porter, who has been serving at Canadian Forces Headquarters on the staff of the Chief of Personnel, will succeed Captain Robert W. Timbrell. Captain Timbrell will become Director of Officer Cadets for the three armed forces at Canadian Forces Headquarters.

Captain Porter joined the Navy as an ordinary telegraphist in November 1939 and was promoted in August 1942 to the rank of acting sub-lieutenant.

He served in the destroyer *Kootenay* and specialized in communications. In

1947 he also qualified as a pilot in naval aviation. Later he commanded the ocean escorts *La Hullose* and *Lauzon*.

Captain Timbrell, who has commanded the *Bonaventure* since August 1963, entered the RCN as a cadet in 1937. He took early training with the Royal Navy and was awarded the Dis-

Births

To Able Seaman Lyle Brown, *Shelburne*, and Mrs. Brown, a daughter.

To Able Seaman R. S. Dobish, *Naden*, and Mrs. Dobish, a son.

To Petty Officer Charles Greenwood, *Shelburne*, and Greenwood (formerly Wren Shirley Murray), a son.

To Petty Officer Thomas MacAuley, *Shelburne*, and Mrs. MacAuley, a daughter.

To Petty Officer Owen McKenna, *Shelburne*, and Mrs. McKenna, a daughter.

To Leading Seaman John Owens, *Shelburne*, and Mrs. Owens (formerly Wren Elsa Kish), a daughter.

To Petty Officer E. T. O'Donnell, *Qu'Appelle*, and Mrs. O'Donnell, a daughter.

To Petty Officer Merle Plant, *Bytown*, and Mrs. Plant, a daughter.

To Petty Officer George T. Samways, *Shelburne*, and Mrs. Samways, a son.

tinguished Service Cross for his part in the evacuation of Dunkirk. He subsequently served in four Canadian destroyers, surviving the sinking of the *Margaree* and being mentioned in despatches for "services in destruction of a submarine" while serving in the Ottawa.

A specialist in torpedo anti-submarine warfare, he was in charge of anti-submarine schools ashore both during and after the war. He later commanded the ocean escort *Swansea* and was the first commanding officer of HMCS *St. Laurent*, first of Canada's new destroyer escorts.

New QHM Named For Halifax

Cdr. Evan Petley-Jones has taken up the appointments of Queen's Harbour Master and Master Attendant, Halifax.

Previously he commanded the ocean escort *Fort Erie* and was, in addition, commander of the Seventh Canadian Escort Squadron at Halifax.

Born in Edmonton, he entered the naval reserve as an ordinary seaman in 1940 and was promoted to sub-lieutenant at the end of that year.

During the war he was executive officer and subsequently in command of Fairmile motor launches. It postwar years he commanded ocean escorts and destroyer escorts, specialized in navi-



CPO R. W. DUCKWORTH

gation-direction and held staff appointments ashore in Halifax, Ottawa and Britain.

Honours Awarded Chief Petty Officer

CPO Roy W. Duckworth, of *Stadacona*, has completed with honours a special course in automatic telephone exchanges at Chicago. The course was attended by trainees from all parts of

the United States.

Automatic telephone exchanges are found in all 20 of the RCN's modern destroyer escorts, in the *Bonaventure* and in the *Provider*.

CPO Duckworth is senior instructor of the power section at the Engineering Division in *Stadacona*. A native of Saskatoon, he entered the RCN in 1947.

Officers to Serve With Embassies

Two senior officers of the Royal Canadian Navy will take up attaché appointments in Canadian Embassies abroad this summer.

They are Cdr. John W. McDowall, who will be naval attaché USSR, at Moscow, and Cdr. W. W. Maccoll, who will be naval, military and air attaché Japan, at Tokyo.

Since last fall they have been attending an Ottawa language school and more recently the tri-service language training school in Eastview, Ont.

Cdr. McDowall was formerly executive officer of HMCS *Naden*. He entered the Navy as a cadet in 1937 and served for most of the Second World War as a gunnery officer on loan to the Royal Navy in several war theatres. He took command of the destroyer escort *Restigouche* on her commissioning at Montreal in 1957.

FIVE-YEAR HITCH IN ONE SHIP

WHEN PO Claude Marcotte left HMCS *Fort Erie* in January, 1965, he said farewell to a ship in which he had served for more than five years of his less than five-and-a-half-year career. PO Marcotte left his home town of Donnacona, Que., to enter the RCN in August 1959 and on completion of new entry training in Cornwallis, was drafted to the *Fort Erie* as an ordinary seaman engineering mechanic on Dec. 1, 1959.

He remained in the *Fort Erie* continuously, advancing through trade group one to trade group three without leaving the ship for the usual courses, and passing through all ranks from ordinary seaman to petty officer second class, to which he was promoted in March 1963.

PO Marcotte has seen many men complete tours of duty in the *Fort Erie* and proceed to other ships. Some of these have even returned at a later date for a second draft while PO Marcotte seemed to be a permanent fixture. He has served with five different commanding officers, three executive offi-

cers, three engineer officers and seven supply officers during his stay in the ship.

Such an extended period in one ship has resulted in many experiences and memories. One recollection, amusing to him, concerned a storm which sprung some plates with resultant flooding of the cable locker and paint locker. There was no way of pumping out the paint locker with either first entering it or cutting a hole high in the bulkhead. It was decided to open the watertight door to take a peek and a miniature tidal wave of rusty water, paint, varsol and red lead engulfed the forward mess deck. The then Able Seaman Marcotte somehow was not involved in the clean-up operation.

Another incident of which he has a vivid mental picture occurred during replenishment at sea when the flexible hose ruptured just above the deck fitting. He fondly recalls the images of much loved and respected bridge officers, especially the first lieutenant, with white eyes popping out of suddenly black faces.

He has another memory with a happier ending. PO Marcotte was, in fact, a journeyman machinist before he entered the Navy. After months of investigation, it was confirmed that he was entitled to a higher rank and trade group and appropriate action was taken.

Retroactive pay was so high that there was not enough cash in the ship to make the payment and it was necessary for Marcotte to trudge to *Stadacona* to receive \$2,200 for his hardship.

During PO Marcotte's tour of duty, the *Fort Erie* steamed 114,382 miles, visiting many ports, including St. Lawrence River cities and the usual Atlantic Coast ports of Canada and United States, of which Fort Lauderdale and New York deserve special mention. Cruises to Iceland, Trinidad, Britain and West Africa provided some of the variety usually associated with naval service.

PO Marcotte joined the destroyer escort in January for what is hoped will be another long, successful period of service.

Cdr. Maccoll was assistant director of naval training (training equipment and methods) at headquarters in Ottawa and before then had also commanded the *Restigouche*. He was a British merchant service officer before entering the RCNR in 1942 as a sub-lieutenant.

Scholarship For Bandsman

The Alberta United Services Institute has announced that the 1964 Wing Commander Freeman Memorial Scholarship has been awarded to PO R. D. Strachan, a bandsman at HMCS *Tecumseh*, the Calgary naval division. The \$300 scholarship is awarded each year to a university or technical school student who has been a member of one of the three cadet corps. PO Strachan is an ex-sea cadet at RCSCC *Undaunted*.

To be eligible the winner must also be a member of one of the armed forces university training plans or the reserves. PO Strachan is a percussionist in the *Tecumseh* band and is majoring in music at the University of Alberta, Calgary.

The presentation of the scholarship was made by Group Captain G. E. Sargenia, CD, RCAF (Ret), vice-president of the AUSI.

Naval Officer Goes to Cyprus

Lt.-Cdr. James L. Wightman, of Wakefield, Que., became the information officer for the Canadian Contingent in Cyprus in mid-February. He is the only member of the Royal Canadian Navy serving in Cyprus.

Lt.-Cdr. Wightman entered the RCNVR as a midshipman in 1944 after graduating from the Royal Canadian Naval College, *Royal Roads*. Taking a bachelor of arts degree at the University of Western Ontario after the Second World War, he re-entered the Navy as an information officer in 1948.

He has served on both coasts, at Naval Headquarters and in the Far East during the Korean campaign. He was with Information Services at Canadian Forces Headquarters in Ottawa before going to Cyprus.

Cornwallis Boosts Blood Donations

The commanding officer, Captain J. M. Paul, and Mrs. Paul, led the way when HMCS *Cornwallis* held a highly successful blood donor clinic in late January.

More than 650 servicemen and civilians responded to the Red Cross appeal to bring the training establishment's

grand total of donations since *Cornwallis* was commissioned in 1949 to 27,994.

Three of the new entry divisions responded to the captain's example by turning out 100 per cent strong to win jointly the Corpuscule cup, which carried with it a cash prize to be split by *Fraser*, *Margaree* and *Skeena* divisions.

For the past 10 years, *Cornwallis* has held the Nova Scotia provincial record for the largest attendance at an individual blood donor clinic. In March 1954 a record 1,062 donors gave blood.

Commenting on the latest clinic, Red Cross official Robert Whyte, of Halifax, said it represented "one of the best percentage turnouts ever obtained in a blood donor clinic in Nova Scotia."

Officer Active In USN Club

Serving on exchange at the U.S. Naval Supply Centre, Oakland, California, Lt.-Cdr. P. C. Fortier, RCN, has been elected secretary-treasurer of the Bay Area Supply Corps Association for 1965.

The association was formed in 1960 and has a membership of 1,500. It holds monthly luncheon meetings at Treasure Island to help members to keep up to date on professional matters and to hear prominent speakers on assorted topics.

Lt.-Cdr. Fortier has been with the USN since September 1963.

Recruiting Head Visits Maritimes

Group Captain C. R. Knowles, Director of Recruiting at Canadian Forces Headquarters, and senior members of his staff visited Halifax, Feb. 15.

During his visit, Group Captain Knowles briefed senior Navy, Army and Air Force officers in the Halifax-Dartmouth area concerning new recruiting policy and proposals.

He also visited armed forces recruiting centres in Halifax.

Group Captain Knowles and his party left *Shearwater* Feb. 16 for St. John's, Nfld.

Bottle Message Friendship Link

Two former prisoners-of-war who were in the same camp in Germany have rediscovered each other as a result of an RCN seaman, AB E. J. Boudreau, tossing a bottle containing a message into the sea off the coast of Scotland last summer.

The story of the finding of the bottle by Urban Peters, a resident of Liverpool, England, appeared in the Decem-

ber issue of *The Crownsnest*. Mr. Peters wrote to AB Boudreau, then serving in HMCS *Athabaskan*, saying that, while a prisoner, he met a sailor from the first *Athabaskan*, which was sunk off the coast of France in 1944. The *Athabaskan* sailor, CPO Hector Cooper, had written his name and address in a log book kept by Mr. Peters.

Now, as a result of the publication of the story in *The Mail-Star*, Halifax newspaper, it was learned that Hector Cooper is an insurance agent living in Dartmouth, N.S. When he heard his old prisoner-of-war friend was trying to get in touch with him, he immediately despatched an air mail letter.

Mr. Cooper, says *The Mail-Star*, agrees with Peters that the war was "a memorable time, when people thought less of themselves and more of each other."

'Cappy' Reed Dies in Vancouver

Salty of language and vigorous of action almost to the end, Cdr. Archibald Heurtley Reed, RCNR (Ret), died just two weeks short of his 92nd birthday. A resident of Vancouver, he would have been 92 on Feb. 20.

"A bantam fighting cock," was the way one friend described this dynamic, 125-pounder, who up to the end thought nothing of swimming 100 lengths of the YMCA pool or going for a two-mile run in Stanley Park.

For 34 years "Cappy" Reed, as he was known, was harbour master in Vancouver, an appointment he received first in 1911. He returned to active service with the Royal Navy in 1914 and commanded a "Q" ship. He served through most of the Second World War in the RCNR as Naval Officer in Charge, Prince Rupert, B.C. And, on the outbreak of the Korean war, he again offered his services. He was then 77.

"Cappy" Reed's seagoing career dated back to the days of tall ships and, as an apprentice, he sailed in a clipper ship in the wool trade between England and New Zealand.

Some of the highlights of his career were described in the June and July 1964 issues of *The Crownsnest*.

Band Presents Concert Series

The band of HMCS *Stadacona* in February inaugurated a series of concerts for high school students in the Halifax-Dartmouth area.

The band, under the direction of Lt. William Gordon, was to present a wide range of selections, from light concert to popular. Nine concerts were scheduled.

Captain Tilley Commander of 7th

Captain Harold R. Tilley took up the appointment of Commander Seventh Canadian Escort Squadron at Halifax in January.

He had been Captain Sea Training on the staff of the Flag Officer Atlantic Coast at Halifax.

Captain Tilley entered the RCN as a cadet at Halifax in 1941. Wartime training and service was in ships of the Royal Navy and the Canadian destroyer *Huron*. After the war he specialized in navigation-direction and was navigating officer of the destroyer *Nootka* during a tour of duty in the Korean war theatre.

Since then he has commanded the ocean escort *Jonquiere* and destroyer escort *Saguenay*, both based at Esquimalt, and has held staff appointments afloat and ashore in the Atlantic Command and at headquarters in Ottawa.

Officer Awarded Lott Fund Prize

Lt. James Gibson Mimmagh has been awarded £15 from the Herbert Lott Naval Trust Fund in recognition of his standing first in a class of 11 naval officers who passed a recent weapons officer course at HMCS *Stadacona*.

Lt. Mimmagh achieved 79 per cent in exams covering academics, anti-submarine, surface and anti-aircraft systems; tactics and organization.

He entered the RCN in 1950 as a leading seaman after three and a half years in the Royal Navy. He was promoted to the rank of commissioned officer in 1957. Married, he lives in Bedford, N.S.

The trust fund was established by the British Admiralty from the estate of the late Herbert Lott, London businessman and strong naval supporter.

Naval Veteran On Pension Body

William Andrew Gilmour, a lawyer from Penticton, B.C., and a veteran of nearly five years' naval service in the Second World War, has been appointed a member of the Canadian Pension Commission.

Interrupting his studies at the University of British Columbia, Mr. Gilmour went on active service with the Royal Canadian Naval Volunteer Reserve in July 1941, spending the greater part of his service on loan to the Royal Navy submarine service as a torpedo and gunnery officer.

He served in submarines off the French and Norwegian coasts, took part in the Allied invasion of Italy in

1943, then served off Sumatra and in the South China Sea.

He was in HM Submarine *Tantalus* during the epic 52-day patrol in the Pacific in late 1944. Damaged off Singapore, the submarine was hunted intensively by the Japanese but successfully reached her base in Australia, although reported overdue and presumed lost.

Mr. Gilmour studied law at the university of B.C., and has been a partner in Gilmour and Kinsman, Penticton, since 1963.—*Canadian Veterans' News-Notes*.

HQ Appointment For New Captain

Captain Ernest S. Baker, of Ottawa

and St. Catherines, Ont., has been promoted to rank of captain in the RCN and appointed Director of Personnel Plans at Canadian Forces Headquarters.

Captain Baker was born in Essex, Ont., and entered the Royal Canadian Navy as a cadet in 1941.

He took his early training with the Royal Navy and served in Britain until November 1946. He has since held appointments on both coasts of Canada, in HMC Ships *Ontario* and *Crusader*, in HMCS *Niagara*, RCN establishment at Washington, D.C., and at Naval Headquarters. While in the *Crusader*, he served a tour of duty in the Korean War theatre.

ORIENTAL SHOPPING

ONE OF THE MOST fascinating and frequently discussed aspects of HMCS *St. Laurent's* world cruise was the Eastern practice of driving a bargain. Bargaining, which is little known beyond used car lots in Canada, has as its guiding principle "caveat emptor" (let the buyer beware). It is an expression that became ever more meaningful to us during the past few months.

Almost all items which are sold from Manila to Istanbul go via the bargaining system. Fixed prices are almost unheard of. Where they do appear, they are little more than window-dressing. As soon as a customer enters a shop, the proprietor takes one long look and has him sized up in one of his various categories, such as "rich Yankee", "cheapskate", "easy mark", etc. Anyone who speaks English and spends dollars is automatically assumed to be good for at least twice the going price.

A great many animated discussions took place in the various messes when someone returned from his shopping spree to display his treasures, only to find that his buddy got it cheaper even at the same place. In each port there was always someone who would suggest, after the purchase was made, naturally, that you should have waited until the next port or bought it in the last one. Everyone had a lot of fun, however, that often added up to many hours of free entertainment.

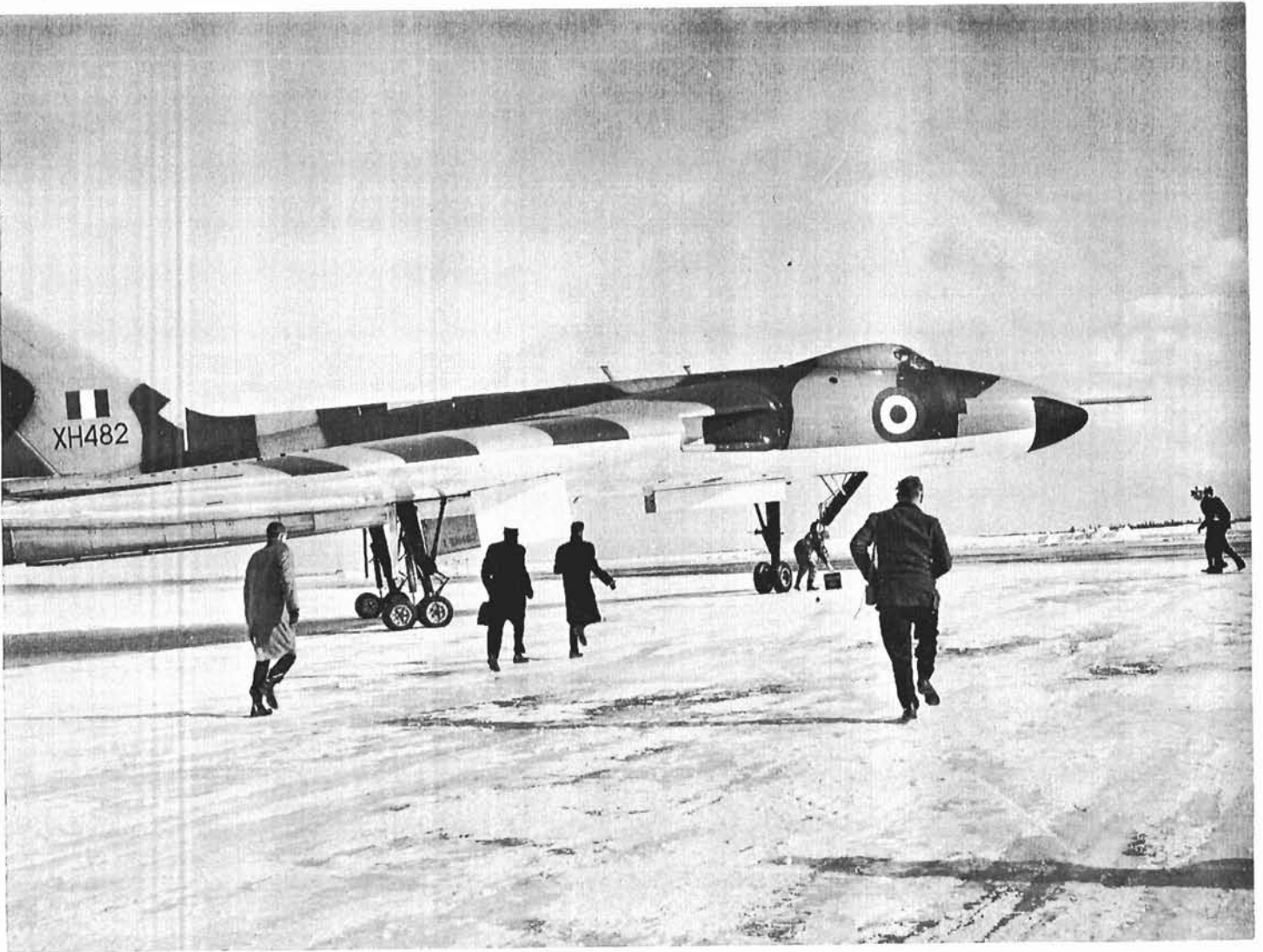
One of our number, who shall remain nameless, was passing an alley in Aden when one of the locals offered him a watch for \$10. He was a bit surprised, but automatically his reflex took over and he countered with the standard: "I'll give you three!" The local immediately accepted and our friend is now

the proud owner of a dollar watch—for \$3!

No one likes to admit he has been taken. For that reason, we heard about all the bargains but usually the fellow who actually did pay twice the price did not boast about it. We feel sorry enough for those people, so we won't add to their misery by describing it here.

In another case, one of our ship's company was negotiating for a coffee table in Karachi. This particular table had a fancy engraved brass removable top and three rather spindly legs. It was the top that our friend was after. After agreeing with the merchant that the whole thing might be worth 100 rupees, he started to admire the legs. The merchant began to bite and insisted that the legs alone were worth at least 50. Thereupon our crafty friend said he didn't want the legs but would take the top alone which, by the merchant's own calculations, was only 50. The merchant was so stunned by this unforeseen turn of events that he not only settled for the 50 but allowed the whole party to enjoy a 50 per cent discount on other purchases! In any case, our friend has a coffee table top and the merchant is still presumably in business.

Many such transactions took place around the world over glasses of Tiger beer or cups of Turkish coffee. Already some of the sailors find their own complexion taking on a greenish pallor as the inlaid ivory turns brown and the gold tarnishes. Undoubtedly, however, many genuine bargains were struck and everyone returning to Canada loaded down with cameras and camel saddles could only hope that the folks back home knew a bargain when they saw one—J.B.M.



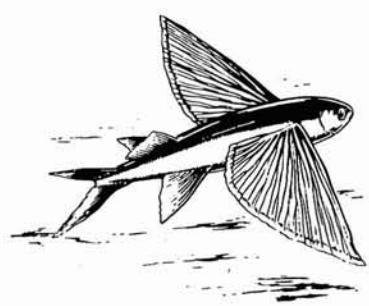
TV men sprint across the snow-covered tarmac at Shearwater to pick up the video tape of Sir Winston Churchill's funeral, flown to Canada via Vulcan bomber. (DNS-34885)

VIDEO DRAMA

ALIVE television drama was enacted at HMCS *Shearwater* on Saturday, Jan. 30, 1965, as two networks, the Canadian Broadcasting Corporation and the Columbia Broadcasting System used the base's facilities to speed the showing of the video tapes of Sir Winston Churchill's funeral.

Original plans had called for the CBC to use Montreal as their main centre of operations. RAF Vulcan bombers had been organized to fly the video tapes from London to RCAF Station St. Hubert. However, on Friday morning, Jan. 29, CBS telephoned CBC in Halifax to ask about the possibilities of feeding into the CBC micro-wave system by using portable equipment at Halifax

International Airport. This was impractical because of the distance from the airport and the "line of sight" requirement of microwave transmission. But, permission was obtained from the RCN



to use *Shearwater*, which was suitable.

The CBC and CBS arranged to use space in the air station for their equipment. The CBS also obtained approval to have an RCN helicopter fly their tapes to *Shearwater* from Halifax International Airport. The final CBS plan was to tape the BBC transmissions in a specially chartered "Aer Lingus" 707 on the runway at Shannon, Ireland, and then fly the tapes direct to Halifax, then have an HU-21 Squadron helicopter transport the tapes to *Shearwater* for transmission to New York via microwave and thence over the CBS network.

The CBC now realized that CBS might be first on the air in North America with video tapes of the funeral. This

was not acceptable to the CBC in this competitive world of news coverage and it decided to alter the well-laid CBS plans. The Vulcans were requested to fly to *Shearwater*. A quick look at the weather forecast indicated that conditions would be ideal for this change.

Technical problems now faced the CBC. They had given over their microwave equipment to the CBS and this meant that portable equipment would have to be flown in from Montreal to meet their own requirements. Time was running out.

The CBS team arrived by air on Friday evening. A complete mobile video tape unit came in a Nordair DC-3 from Montreal and the producers arrived from Boston in a twin-engined Bonanza aircraft. They worked frantically throughout the night and by 10 am Saturday they were set to roll. The "VIP lounge" in Hangar No. 4 had disappeared, wires criss-crossed the floors and led out windows to portable microwave aeriels. Distraught technicians and producers manned direct telephone circuits to New York City. A general air of high pressure television was building up.

Meanwhile CBC technicians, who were assisting the CBS team, anxiously waited for their equipment to arrive from Montreal. It finally arrived at *Shearwater* at 8 am. This equipment was quickly erected on the roof of the Air Movements Unit building and connected to a mobile video tape van which was



Columbia Broadcasting System personnel watch the transmission of the first videotape of Churchill's funeral in the VIP lounge at *Shearwater*. (DNS-34890)

moved into place alongside the building. The CBC was ready by 10 am.

While the CBS crew had gone to great expense to keep open telephone lines to Montreal and New York, the CBC with "due economy" did not have an open line to their studios in Halifax but used a five-cent piece in a handy pay-phone—a record four-hour teletalk for a nickel!

Now the anxious moments of waiting for the first tapes arrived. CBS had decided to cut only one reel and beat the CBC. At 11:26 the Irish aircraft touched down at Halifax International Airport and the tape was transferred to the waiting RCN helicopter and flown to *Shearwater*.

At 11:55 am CBS was on the air.

At 12:06 pm the first of the two RAF Vulcans touched down at *Shearwater* and 10 minutes later the film of Sir Winston's funeral was on the national network direct from the RCN air station. The second Vulcan arrived at 1:30 pm with further tapes, this time for the CBC, CBS, CTV and NBC.

The CBS' plan to beat the CBC backfired somewhat as they had taped only one reel against two by the CBC. The result was a 25-minute break in their program. In the end CBS found that the quality of their second tape was not acceptable and they used the CBC edition.

Although the initial tapes from each Vulcan were transmitted from the mobile van, the second reel, so to speak, of each series was flown by helicopter to the Halifax studios of the CBC for transmission and for other networks.

By 3.30 pm the films had been transmitted and the affair was over. Then entire operation of obtaining permission to use *Shearwater's* facilities, setting up of equipment, transmitting the film, and dismantling the equipment was executed in a little over 24 hours. A most creditable job on everyone's part. It was an excellent example of teamwork mixed with a keen competitive spirit between the two major networks.

A special bouquet is deserved by *Shearwater* civilian electrician "Eddie" D'Eon whose knowledge was of great assistance when it came to hooking up the maze of lethal-looking electrical leads. Without him on the scene all the fuses on the base and possibly in New York would have blown.

It is unlikely that we shall witness or hear of similar enterprises in the future. The day of world-wide live television coverage draws closer and closer with the advent of communications satellites positioned in space.

Everyone in *Shearwater* who took part in the venture can feel justifiably proud of his efforts and, in a way, it was a fitting tribute to a "Former Naval Person".—C.M.S.



A Vulcan bomber, dragchute extended, taxis to a stop at *Shearwater*. (DNS-34884)



Home from the Sea

Efforts to Preserve Haida Supported

The efforts of *Haida Incorporated* to preserve one of Canada's famous fighting ships of the Second World War as a memorial to the country's sailors is given strong support in a widely reprinted editorial that originated with the *Orillia Packet and Times*.

"A little handful of men, led by a commercial airlines pilot, believe that this country owes some sort of memorial to its sailor dead," says the editorial.

"Using their own resources, they have purchased Canada's most famous warship, the Tribal destroyer *Haida*, and they plan to preserve her in a site adjacent to the Canadian National Exhibition grounds in Toronto as a national naval memorial, with the names of the war-time dead inscribed on plaques about her.

"No more fitting memorial to the dead, nor more impressive reminder to the living, could be found than this famous ship, they believe, and they have formed themselves into *Haida Inc.*, and opened an appeal for funds at a postal address, Box 668, Adelaide St. PO, Toronto 1.

"They hope that business firms and individuals alike will buy memberships at \$100 each to finance the restoration and preservation of the ship, and that others will send in donations, large and small, to build a national naval war memorial . . ."

Athabaskan Reunion Planned

"Where are they now?" is the big question organizers of a reunion of former shipmates of the first HMCS *Athabaskan* are trying to answer in time to get word to them to mark the 20th anniversary of the release of 85 *Athabaskan* prisoners of war on May 2, 1945.

The reunion is planned for April 16, 17 and 18 in the Caravan Motor Hotel, Edmonton, and is intended not only for

ex-prisoners of war from the ship or other survivors of the sinking but for Canadian sailors who served in the Tribal class destroyer at any time up to her loss.

The hope of the organizers is that it will be possible for those attending the reunion to plan an even larger event to be held in three to five years in eastern Canada, because it is known that a large proportion of the survivors had homes in Ontario and Quebec.

The main banquet will be on Saturday, April 17, since it is realized that many of those attending will have to travel on Friday. The approximate cost for each person will be \$25, which will include a room for two nights and meals.

The sinking of the *Athabaskan* occurred on April 29, 1944, during the sweeps of the English Channel by Tribal class destroyers of the RN and RCN that preceded D-Day. Thirty-eight members of the ship's company were rescued by HMCS *Haida*, another eight by the *Haida's* motor cutter, 83 were taken prisoner and the commanding officer and 128 others were missing.

Information can be obtained from Don Newman, 2024 58th Ave. SW, Calgary, Chuck Kent, 2103 24th Ave., also of Calgary, or H. C. Sulkers, 4903, 114B Street, Edmonton.

Veterans' Reunion To Be Held in Guelph

The 11th annual reunion of the Royal Canadian Naval Association will be held in Guelph, Ont., "The Royal City," on the week-end of May 21-24. Hosts for the occasion will be the members of the Guelph Naval Veterans' Association.

Their slogan: "The 11th—It's a Natural for '65."

The program of entertainment will get underway on Friday evening, at the same time as registration. This will be an informal social evening, with games and a stage show, and ample opportunity to meet old friends. Both registration

and program will take place in the Guelph Armoury.

The formal opening of the reunion will take place on Saturday, May 22. Other events that day will include a fashion show for the ladies, the annual banquet and a naval ball. The two Guelph branches of the Canadian Legion will hold open house and there will be entertainment for those not attending the ball.

Sunday's program will include a non-denominational church service and march past. Wreaths will be laid at the Guelph war memorial.

The registration fee will be \$2 a person or \$3 a couple. This will cover all activities except the banquet and naval ball, at \$3 a plate and \$3 a couple respectively. There will be an all-inclusive registration fee of \$10 a couple. Advance registrations may be sent to Ross Gilfillan, 129 Macdonnell Street, Guelph, registration chairman.

Headed by Jack McLeod, the reunion committee includes J. Cunningham, Denis Cale, Ron Cameron, Ross Gilfillan, Harry Smith, Harold Tomlinson, Wally Horn, Henry Sibley, Tony Yanchus, Bill Amos, Stan Wells, Dave Mills, Paul Hebert, Norm Hill and Walter Massey.

Marine Veterans To Meet in July

Veterans of the 531st Engineer Shore Regiment of the U.S. Army will hold their third reunion in Paterson, New Jersey, July 13-15. This coming June 6 will be the 21st anniversary of the regiment's landing on Normandy's Utah Beach, its fourth successful amphibious operation of the Second World War. The others were at Oran, Gela and Salerno.

Reunion officials are attempting to pass the word to veterans in the 50 states and in Canada. Reunion president is Sid Strober, former sergeant with "E" company, who lives at 1019 9th Street, Far Rockaway, New York 11691.

HERE AND THERE IN THE RCN



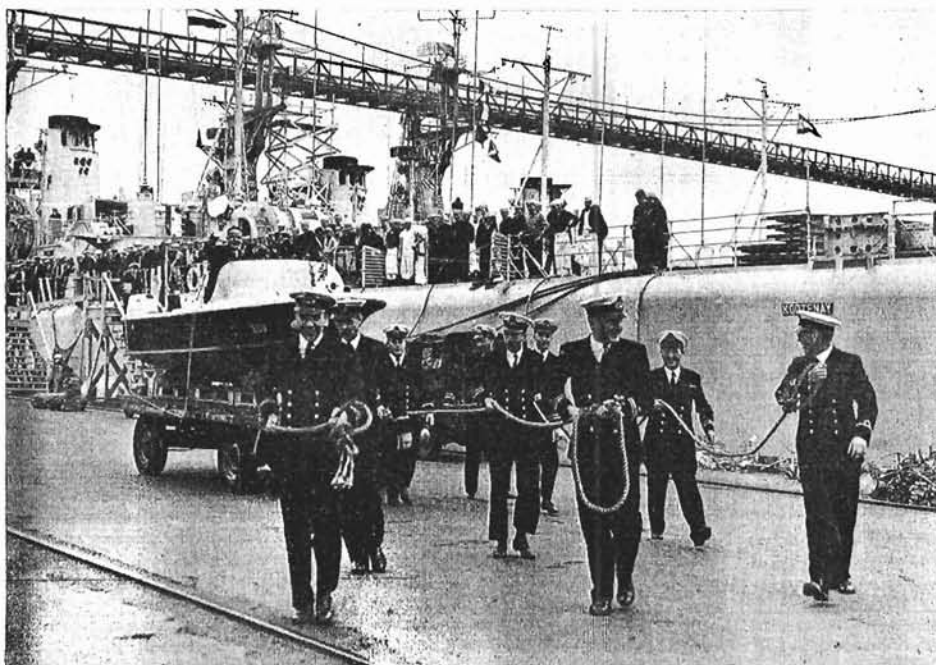
The three services are represented on Cyprus with the arrival of the first naval officer to join the Canadian Contingent and the rotation replacement of the lone RCAF technician. Here Col. W. de N. Watson, centre, commander of the contingent, greets Lt.-Cdr. J. L. Wightman, left, information officer, and Sgt. Rupert Knight, right, who assists with the maintenance and turn-around of RCAF aircraft. (PL-145083)



Mrs. Ella Mapes, who has been a flag maker at Flag and Signal Company, Norfolk, Virginia, since 1924, adds the final stitches to the red maple leaf on Canada's new national flag for its official debut Feb. 15 at the headquarters of the Supreme Allied Commander Atlantic at Norfolk. (Saclant Photo)



A charming Newfoundlander, Mary Lou Farrell, of St. John's, who was a guest at the Atlantic Winter Fair in Halifax late last year as "Miss Dominion of Canada", chats merrily with two sailors from Cornwallis. The naval sunset ceremony was performed at the fair by a guard and band from Cornwallis. (HS-75533)



While in command of HMCS Kootenay Captain D. H. P. Ryan acquired a definite affinity for his dispatch boat. So when he was piped over the side for the last time, he was met on the jetty by his beloved boat, sitting on a dolly, and powered by four outboard motors capable of realistic "VROOM" noises. The actual motive power was provided by ten of Kootenay's officers as seen here. (HS-76668)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Cape Scott

The *Cape Scott* with 14 officers and 160 men under Cdr. C. Anthony (Tony) Law, was busily engaged in January on a goodwill mission on the West Coast of South America. The ports of Valparaiso and Concepcion, Chile, were visited during the period Dec. 31 to Jan. 15. The result was of the establishment of lasting friendships and fond memories.

The scheduled arrival in Antofagasta, Chile, was deferred one day due to a serious explosion on board the Chilean merchant vessel *Maria Elisabeth* which took several lives and caused the ship to sink after having been towed out of the harbour. Port activities were practically back to normal when the *Cape Scott* arrived and was greeted with the warm Chilean hospitality experienced in the previous southern ports of Chile.

The commanding officer, accompanied by the executive officer, Lt.Cdr. C. D. Gillis, Lt.-Cdr. E. E. Moore and Father Tessier, proceeded by boat to the spot where the *Maria Elisabeth* sank. Here a memorial service was conducted and a wreath cast upon the water in remembrance.

Antofagasta serves as a port to the northern regions of Chile and is the outlet to the sea for the rich copper, nitrate and other mineral deposits. Al-

U.S. Marine No Spoil-Sport

On Nov. 2, a cold, dark and snowy night, a landing party from HMCS *Buckingham* went ashore at Argentia, U.S. naval base in Newfoundland, to take part in the defence of the station during Exercise Yeoman.

One of the *Buckingham's* sailors encountered a prowler, challenged him and questioned him at gunpoint about his identity. The intruder proved to be a U.S. Marine, but the sailor had barely learned this when a second Marine crept up and put his gun to the sailor's back.

"What you gonna do now, Mac?" asked the second Marine.

"Pull the trigger," said the sailor.

This apparently wasn't the answer the second Marine expected but he said generously:

"Go ahead. This is forget-your-buddy week, anyhow."



The ensign of one of the Royal Canadian Navy's most famous fighting ships, HMCS *Haida*, was laid up Jan. 27 at the chapel of the University of Kings College in Halifax. Rear-Admiral R. E. S. Bidwell, RCN (Ret), presented the ensign to Rev. Dr. J. B. Hibbets, of Kings College. Kings is remembered by thousands of former naval officers as the war-time junior officer training establishment in Halifax. Attending the ceremony were Rear-Admiral H. F. Pullen, RCN (Ret), and Mrs. Pullen, Mrs. Bidwell, Rev. C. H. McLean, Chaplain of the Fleet, and Rev. Earl Sigston, Atlantic Command Chaplain. (HS-77361)

though comparatively small, the port is extremely active, with as many as 90 deep-sea vessels loading and discharging their cargoes in the period of one month.

Despite the hustle and bustle of this

busy port, the Chilean people found time to welcome their Canadian visitors in a most cordial and hospitable manner. A busy itinerary was arranged, including calls on local authorities, luncheons, a visit to the University of

the North, the opening of a Canadian Lithograph Exhibition, soccer games and swimming at the excellent beaches.

The Port Authority, Commandante Eduardo Zapata B., graciously arranged an extremely interesting excursion to the Chiquicamato copper mine, some 150 miles from Antofagasta. Operated by the Chile Exploration Company, the mine is 10,000 feet above sea level. It has an annual production of 356,000 tons of ore, obtained by the open-pit method. The mine was opened in 1915 and is now one mile long, one-half mile wide and 500 feet deep. Included in the visiting group were the ship's engineer officer, Lt.-Cdr. Duff Pennie, and PO A, M. Mullen, who were both keenly interested in the mining operations.

The ship was open to visitors during the afternoons with an estimated 1,500 people attending over the three-day period—a good indication of how interested the Chilean people are in Canadians.

With the satisfaction of "mission accomplished", the *Cape Scott* sailed on Jan. 23 to Callao, Peru, on the next leg of her goodwill tour.—A.E.S.

HMCS Bonaventure

CBC-Television's Don Messer's Jubilee joined the Royal Canadian Navy in early January and although it was for only two days, their short hitch was a memorable occasion to many of our sailors.

Don Messer and his cast of Charlie Chamberlain, Marg Osborne, Catherine McKinnon, the Gunter Buchta Dancers and host Don Tremaine, took advantage of a special invitation by the RCN to originate a show from the aircraft carrier *Bonaventure*.

The show, telecast on the CBC-TV network Monday, Feb. 1, was videotaped from the main operational hangar of the *Bonnie* which is used for maintenance and storage of aircraft and equipment.

The Navy went out of its way to accommodate the show, even to eliminating possible fire hazard caused by the TV equipment. This was done by "degassing" the vessel—removing of high octane gasoline from the vessel and aircraft.

In addition, the *Bonnie's* sick bay was turned over to show produced Jack O'Neil and it became the makeup, wardrobe, costume department and dressing rooms for the artists.

Taking two days to set up, the show was produced before an audience of some 500 crew members, their wives, sweethearts and families. As part of the show, two lovely ladies were introduced to the national TV audience—

Miss Sailor, 19-year-old Diane Covey, of Halifax, and Miss Fire Fighter, 22-year-old Wren Donna Walker, of Fredericton, N.B.

The Messer show did not have a stage set but used the hangar and its equipment, including the aircraft and towing vehicles. There was a portable dance floor for the dancers.

This was the Messer show's second happy encounter with the RCN. Last season they did a show from *Shearwater*.

SEA CADETS

RCSCC John Travers Cornwell, VC

A former Winnipeg sea cadet has won one of the 20 scholarships awarded annually by the Navy League of Canada to sea cadets and ex-sea cadets who, on entering a university program, undertake to enroll as UNTD cadets and continue naval training toward a commission.

For the 1964-65 academic year, first year UNTD cadet Garry Peak was awarded a \$300 national scholarship on the basis of his scholastic ability, sea cadet record and over-all proficiency.



L. D. McMurray, president of the Manitoba division of the Navy League of Canada, presents a scholarship to first year UNTD Cadet Garry C. Peak at HMCS Chippawa, the Winnipeg naval division. In the background are F. C. Stevens, chairman of the scholarship committee, and Lt.-Cdr. J. B. Thorsteinsson, commanding officer of the UNTD at Chippawa.

In 1957, Garry entered the Navy League Cadets at HMCS Chippawa. Then in September 1959 he joined RCSCC John Travis Cornwell, VC, Corps at Chippawa. The officers of the corps, recognizing interest in naval life and his potential as an officer, promoted him to the rank of petty officer, first class, in 1963.

His annual two-week summer training at HMCS Acadia provided him with excellent grounding in sailing and general seamanship. The highlight of his summer training came in 1962 when he was one of the 25 sea cadets chosen from across Canada for a two-week coastal cruise on board the U.S. Destroyer *Fred T. Berry* (DD-858).

During the summer of 1963, Garry obtained his boatswain's certificate at HMCS Naden.

Garry, currently enrolled in the general science degree course at the University of Manitoba, plans to enter the field of chemical research upon graduation.

SAILORS FRIEND DIES AT CHURCHILL

An old friend of naval personnel serving at HMCS Churchill, the naval radio station in northern Manitoba, Joseph K. (Trapper Joe) Chambers, died at Churchill on Dec. 6, 1964. He was 83 years of age.

Trapper Joe was born in Elora, Ont., where he attended school and learned the cooper trade. After several years of barrel making, he homesteaded in northwest Ontario, but found he was more interested in hunting, fishing and trapping and agriculture. He and a partner travelled by canoe to northern Manitoba.

The trapping venture was not a success and he served as a deckhand until the First World War, when he went overseas with the 144th Battalion, the Black Devils.

After the war, he returned to trapping, married and set up a trading post at Landing River on the uncompleted Hudson Bay Railroad. When Churchill was selected as the railway terminus, he moved to that area. He had a trapping camp at Goose Creek, about 11 miles south of Churchill, until his death.

Just across the railway tracks from Trapper Joe's place, HMCS Churchill has had a recreational camp for many years and he frequently dropped in to yarn by the hour with the sailors.

His funeral took place in Churchill on Dec. 6 and many of his Navy friends were among the mourners present.

SCIENCE AND THE NAVY

Scientist Urges Fuel Cell Study

Dr. Harry Sheffer, chief superintendent of the Defence Chemical Biological and Radiation Laboratories (DCBRL), of Shirley Bay, near Ottawa, a Defence Research Board establishment, has appealed to Canadian industry to embrace research in the fuel cell field.

"This new area of scientific investigations is more than promising and, unless Canada acts now, we will be left behind in the developing fuel cell technology," he said at a DCBRL symposium held in Ottawa on Jan. 28 with representatives of industry and government.

Fuel cells are devices that develop electrical energy from the chemical energy of conventional fuels, such as hydrogen or petroleum products and oxygen, supplied continuously. They differ from conventional batteries, in which the chemical energy which produces the current is contained in the cell, in that they will continue to produce electricity as long as the supply of fuel and oxygen is maintained. The electrical energy is in the form of low-voltage direct current.

It is expected that in the future small fuel cells will be used in situations where compact, long-lasting sources of electric power are needed. They are already being incorporated into space vehicles and it may be that one day larger units will power automobiles and locomotives.

Much larger units may be used in central power stations, where the requirement is for high output and low unit cost of electricity. Such power stations would have to operate on cheap fuels, such as methane or water gas.

For some time now, scientists in many countries have been seeking to develop fuel cells that will perform on petroleum derivatives and air. Feasibility has now been established.

"Unless we now initiate industrial research and development activities in Canada directed towards production of fuel cells, Canada will be left behind," Dr. Sheffer said.

R. M. Hayashi and E. E. Criddle, members of DCBRL's Power Sources Section, presented key technical papers. E. W. Greenwood, of the Board's industrial research directorate, and V. E. Tant, of the Department of Industry,

explained how existing government assistance programs could be employed to help build up a Canadian fuel cell technology.

The papers provoked a lively discussion of the technical and economic problems facing Canadian industrial entry into this new field of technology. Nearly 30 representatives of the petroleum, chemical, electrical and battery manufacturing interests met with an equal number from five government departments.

Fuel cells, costly and bulky at present, promise high efficiency, high reliability, relatively few moving parts and compactness. Undoubtedly, they will eventually play an important role in industrial and domestic life, replacing batteries, motor generator sets, and conventional industrial power sources in some applications.

For the past 10 years, the Shirley Bay Power Sources Section, headed by Dr. E. J. Casey, has been investigating the potential of such devices by means of a series of basic research projects. Dr. Casey, also head of DRBs Interdepartmental Study Group on Fuel Cells, acted as chairman at the symposium.

Scientific Adviser In New Position

Dr. John C. Arnell, former Scientific Adviser to the Chief of the Naval Staff and to the Chief of the Air Staff and a scientist with the Defence Research

Board since the latter's inception in 1947, has been attached to Canadian Forces Headquarters for duty as Scientific Deputy for Engineering and Development to the Chief of Logistics, Engineering and Development.

Dr. Arnell is a former superintendent of a DRB establishment at Shirley Bay near Ottawa where the defensive aspects of biological, chemical and radiation warfare are under investigation. He has been associated with DRB headquarters in a variety of senior capacities since early 1954.

A native of Halifax, Dr. Arnell graduated with high honours in chemistry from Dalhousie University in 1939, obtained a Master's degree in physical chemistry there in 1940 and was awarded a doctorate in the same field by McGill University in 1942. That year he joined the Canadian Army and was employed as a technical staff officer in the Chemical Warfare Laboratories. He was demobilized in 1946 in the rank of major.

Dr. Arnell joined the Defence Research Board in 1947. He attended the National Defence College, Kingston, in 1951-52.

Caribbean Fish Habits Studied

A team of federal biologists of the Fisheries Research Board left in early February from St. Andrews, N.B. on board the Canadian Scientific Ship *Hudson* for the Caribbean area, where they were to spend a month studying the life history of swordfish and tuna.

The team comprises scientist-in-charge, Noel Tibbo; Dr. L. M. Lauzier and Dr. A. C. Kohler, all of the Fisheries Research Board Biological Station at St. Andrews, N.B.

Purpose of the study is to assist Canadian fishermen to extend their present seasonal catch of these valuable fish to a year round industry.

The Canadian catch of swordfish and tuna has grown markedly in the past few years and now contributes several million dollars to the total value of the annual catch. Last year, for instance, some 12 million pounds of swordfish were caught by Nova Scotian fishermen at a value of \$3½ million. The tuna catch totalled 2½ million pounds.

However, the catch is on a seasonal



DR. J. C. ARNELL

basis, extending from May to September, and is made on the edge of the continental shelf in the Nova Scotia banks area. In September the fish migrate to unknown areas in southern waters. A knowledge of these areas and of the habits of the fish will greatly benefit Canadian fishermen. Several vessels of the Canadian fishing fleet are equipped to work hundreds of miles afield. Last winter a number of them fished off Cape Hatteras.

The Canadian biologists are trying to trace the fish to locate their southern areas of habitat, and to study, by

fishing for adults, their spawning seasons and areas, habits and the distribution of the young. The biologists were to begin work just south of Cape Hatteras and follow the Gulf Stream to the West Indies. They expect to go as far south as 12° north latitude, in the eastern Caribbean sea.

Also on board the *CSS Hudson* are three other biologists: Dr. W. B. Scott, curator at the Royal Museum, Toronto, who is an authority on the identification of fish; Dr. V. D. Vladykov, professor in biology at the University of Ottawa, who will attempt to locate eggs and

larvae of the American eel, and Martin Bartlett, of Woods Hole Oceanographic Institute, Woods Hole, Mass.

This is the most southerly trip yet taken by the *Hudson*, the new floating laboratory of the Marine Sciences Branch of the Department of Mines and Technical Surveys.

Use of the ship by the Fisheries Research Board illustrates the co-operative effort in oceanography among Canadian agencies, represented on the Canadian Committee on Oceanography, which co-ordinates and directs Canada's effort in oceanographic research.

TRUST HONOURS CHURCHILL

WHEN Sir Winston Churchill died, many people and many nations were interested to know what permanent memorials would be erected to honour the great man. The answer was swift in coming.

On Feb. 1, a memorial trust was set up in Britain, with fund-raising committees in Australia, Canada, New Zealand and the United States, to work towards establishing, not only an edifice of steel and concrete, but a "living memorial" to Sir Winston.

A permanent fund is being formed, enabling men and women from all walks of life to study and live for a period of time in another Common-

wealth country or the United States of America, of which Sir Winston was an honorary citizen.

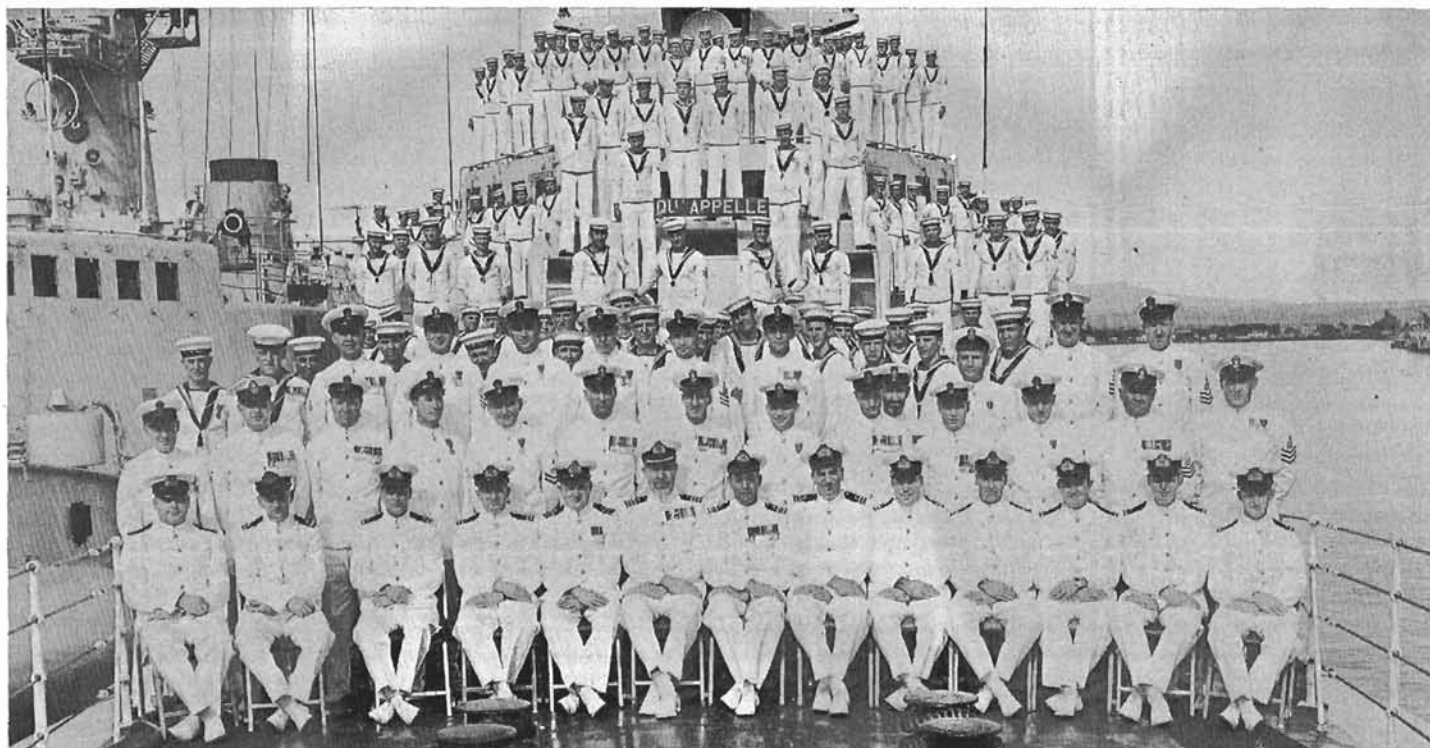
The award of "Churchill Fellowships" will not be confined to students or scholars, but will be available to any man or woman in any field of activity. They will be open equally to those whose contribution to the community and to their trade, industry, profession or calling would be increased through personal overseas travel and service. The fellows will be selected for qualities of character, intellect and responsible leadership, in addition to their specific skills or academic qualifications.

In England, the sponsors are all old

personal friends and colleagues of Sir Winston. The first call on funds will be the completion of the Churchill College at Cambridge at an estimated cost of \$450,000.

The Canadian appeal is headed by Hon. George Drew, former Canadian High Commissioner in London; His Excellency the Governor-General is the patron of the fund-raising drive.

Before he died Sir Winston was told of the proposals for a fellowship fund in his honour and pronounced himself in favour of it. The fund has also the full support of Lady Churchill and other members of the family.



FAMILY PORTRAIT—Tropical climes are favoured by the Navy for winter training because of the absence of interruptions such as those occasioned by the wild storms of the North Atlantic or even the North Pacific. This also lends itself to ships' companies having their pictures taken, as happened with HMCS Qu'Appelle during her recent visit to Pearl Harbour. (O-15930-49)

SEAMANSHIP BROUGHT UP TO DATE

THE MANUAL of seamanship known to the greatest number of serving and former Canadian sailors is undoubtedly the 1937 edition of the Royal Navy's handbook, which was reprinted in Canada for the 100,000 or so Canadians who joined the Navy during the Second World War.

A completely rewritten *Admiralty Manual of Seamanship* was produced for the Royal Navy in 1951 and the RCN produced in 1960 its own *Seaman's Handbook*, designed to meet the specific needs of the Canadian naval service. Now the *Admiralty Manual of Seamanship* has again been revised to

BOOKS for the SAILOR

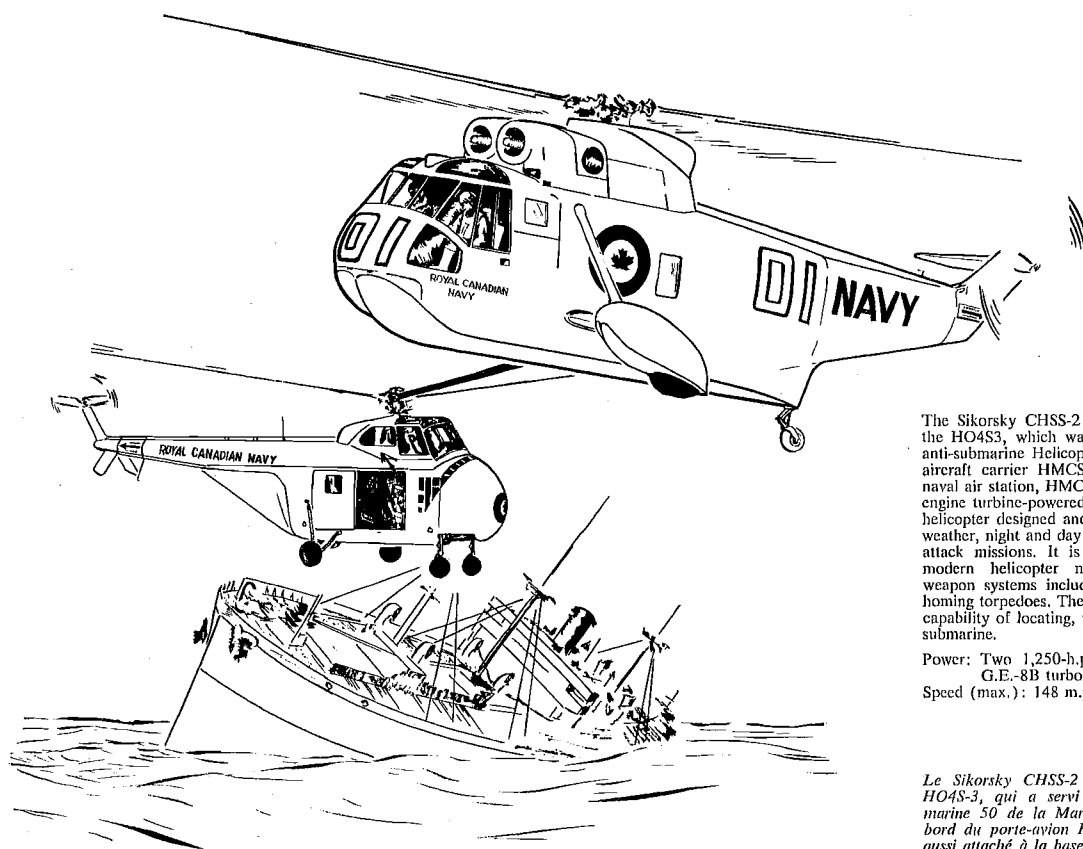
keep up to date with the rapid changes that have overtaken the navies of the world in the past few years.

Looking back on the 1937 manual, and comparing it with those of today, it appears that the volume on which so many hundreds of thousands of sailors cut their nautical teeth was badly

printed, poorly organized and inadequately illustrated.

No such complaints can be levelled against Volumes I and III of the newly revised *Admiralty Manual of Seamanship*. The illustrations are clear, the language is literate and the material is so wide-ranging that much of it is as valuable to the merchant seaman as to his naval opposite number.

The last observation is particularly true of Volume III, chiefly for seamen and deck officers of the Royal Navy, but containing information useful to everyone who makes a career of sea-going. Opening with a thorough discus-



The Sikorsky HO4S-3 helicopter was acquired by the RCN in 1955 as an anti-submarine aircraft but lacked the all-weather and night-flying capability. On occasion, it was used in rescue operations. One of the most famous exploits of a Naval Sikorsky helicopter was the daring rescue of the crew of the Liberian freighter, *Kismet II*, which was wrecked on the Cape Breton coast in November, 1955. All members of the helicopter crew received awards for their part in this operation.

Power: 700-h.p. Wright 1300-B engine.

L'hélicoptère Sikorsky HO4S-3 fut procuré par la Marine Royale Canadienne en 1955 pour le rôle anti-sous-marin mais cet appareil ne pouvait pas être opéré de nuit et en tous temps. Occasionnellement, il fut utilisé dans les opérations de sauvetage. L'un des exploits les plus fameux du HO4S-3 de la Marine Canadienne, fut l'audacieux sauvetage de l'équipage du navire marchand Libérien, *Kismet II*, qui fit naufrage sur les côtes du Cap Breton en novembre 1955. Les membres de l'équipage de l'hélicoptère furent récompensés pour la part qu'ils jouèrent dans cette opération.

Moteur: Un Wright 1300-B de 700 HP.

The Sikorsky CHSS-2 "Sea King" has replaced the HO4S3, which was operated by the RCN's anti-submarine Helicopter Squadron 50 from the aircraft carrier HMCS "Bonaventure", and the naval air station, HMCS "Shearwater". The twin-engine turbine-powered CHSS-2 is the first RCN helicopter designed and equipped to conduct all-weather, night and day anti-submarine search and attack missions. It is equipped with the most modern helicopter navigation, detection and weapon systems including "dunking sonar" and homing torpedoes. These give the "Sea King" the capability of locating, tracking and attacking any submarine.

Power: Two 1,250-h.p. General Electric T-58-G.E.-8B turbo-shaft engines.

Speed (max.): 148 m.p.h.

Le Sikorsky CHSS-2 "Sea King" remplace le HO4S-3, qui a servi dans l'escadre anti-sous-marin 50 de la Marine Royale Canadienne à bord du porte-avion HMCS Bonaventure et fut aussi attaché à la base aéronavale HMCS Shearwater. L'hélicoptère bi-moteur CHSS-2 (Sea King) est le premier hélicoptère de la Marine Royale Canadienne conçu et équipé pour accomplir les missions, tous temps, de surveillance et d'attaque anti-sous-marin de jour ou de nuit. Il est muni de l'équipement le plus moderne de navigation pour hélicoptère, de détection et de systèmes comprenant le sonar immergé et les torpilles auto-guidées. Cet équipement donne au CHSS-2 la capacité de localiser, de poursuivre et d'attaquer tout sous-marin.

Moteur: Deux General Electric T-58-G.E.-8B turbo propulseurs de 1,250 HP chacun

Vitesse: 148 m/h.

sion of factors affecting the stability of ships, including cargo vessels, the volume goes on to deal with such subjects as cargo stowage, towing at sea, ship organization and upkeep, salvage operations and ship handling under a wide range of conditions.

The contents of Volume I are of the kind one expects to find in a seamanship manual intended to enlighten the land-lubber in process of becoming a seaman: general sea terms (there is an excellent glossary in the back), types of ships and how they are constructed, safety and fire precautions, bends and hitches, rigging, ships' boats and their handling, including pulling and sailing, anchors and cables, communications, ceremonial, and elementary shiphandling and navigation.

Volume II, not received by this reviewer, is described as a sequel to the elementary seamanship of Volume I. Undoubtedly all three volumes should find a place in any naval library with pretensions to completeness.—H.M.C.

ADMIRALTY MANUAL OF SEAMANSHIP, published by Her Majesty's Stationery Office, London; Vol. I, 494 pages, illustrated, 16s 3d; Vol. II, 831 pages, 30s; Vol. III, 414 pages, 21s 5d.

WINGED SENTRIES

IF A REFERENCE work does not produce the desired facts or if there is no volume of reference dealing with a specified subject, the situation can be met in a number of ways: 1. Go to a



Christopher Mayhew, Minister of Defence for the Royal Navy, is shown signing the visitors' book in the office of Captain W. P. Hayes, commandant of Royal Roads, during Mr. Mayhew's January visit to the Pacific Command. (RR-3746)

Page twenty-four

variety of sources; 2. Quit looking and go without the information, or, 3. Write your own reference work.

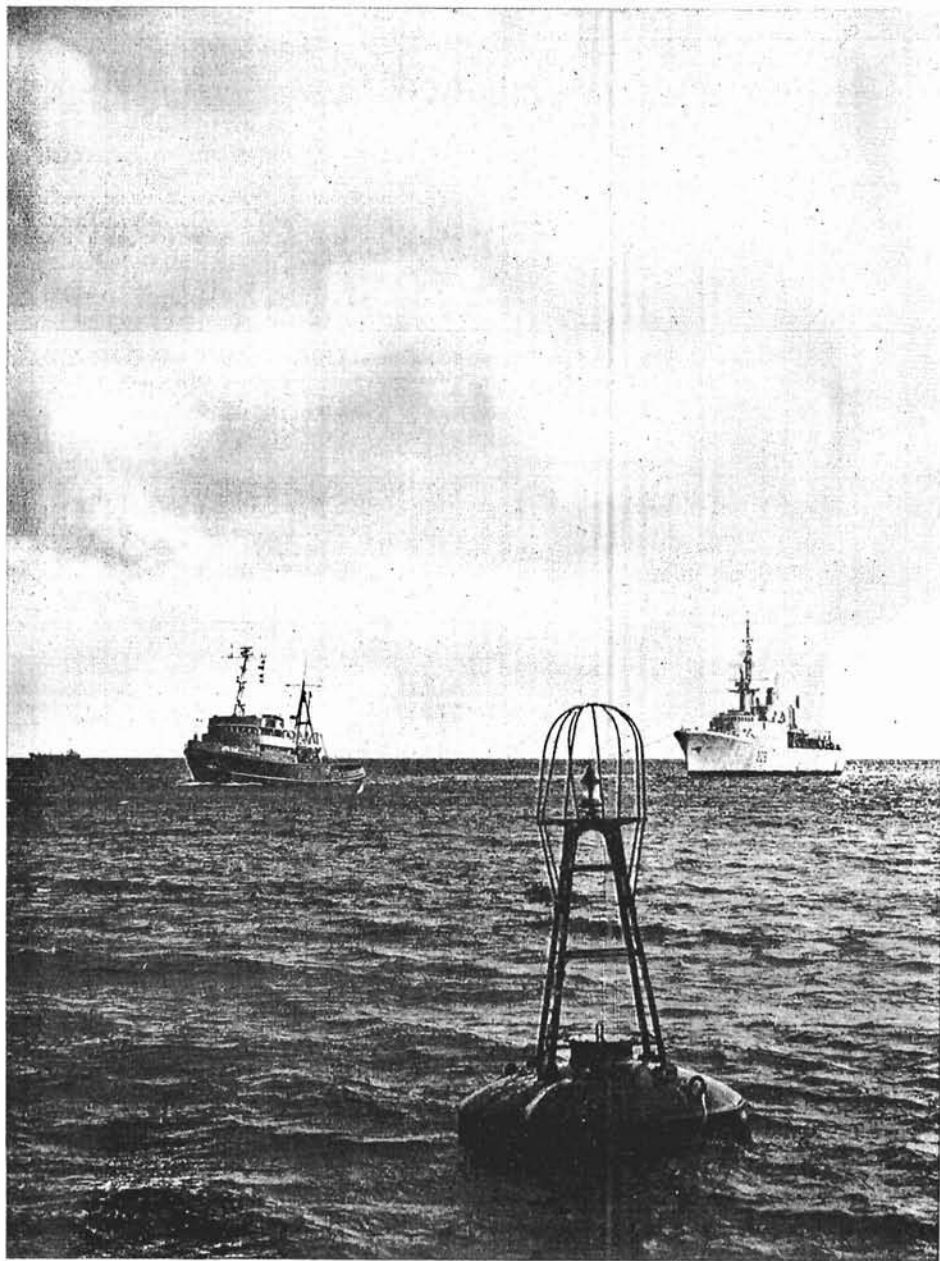
Both stubborn and diligent, John Gordon, a former RCAF pilot, author of *Winged Sentries*, discovered that the facts concerning aircraft that figured in Canadian military aviation history were hard to track down. He wrote his own reference work, which goes back to the beginnings of flight in Canada. He was assisted in his four-year task by Claude Rousseau, another aviation enthusiast, who did the 200 or more line drawings that illustrate Mr. Gordon's

text.

The title is drawn from the verse of the 17th Century mystic poet, Henry Vaughan:

"My soul, there is a country
Far beyond the stars
Where stands a winged sentry
All skilful in the wars . . ."

Mr. Gordon is both author and publisher of this handsome and useful book, which can be obtained by writing him at 5 Larkspur Drive, Ottawa 6, Ont., or purchased at Queen's Printer book stores. The price is \$3.25 paperbound or \$6 in hard covers.—H.M.C.



The destroyer escort Saguenay (right) arrives home under tow following reconversion in a Vancouver shipyard. The destroyer escort has been equipped with a landing platform and hangar for an all-weather anti-submarine helicopter, and variable-depth sonar. Her conversion will be completed in the Esquimalt dockyard. The Saguenay is being towed by the naval ocean tug Saint Anthony. (E-79363)

THE NAVY PLAYS

Swim Record Recognized

The first Canadian women's swimming record to be set by a Nova Scotia team has been posted by senior women of the *Shearwater Bluefins*.

Confirmation of the record, 1.28.4 in the 160-yard free-style relay, has been received from Howard Firby, Vancouver, chairman of senior swimming records for Canada. The record was set Dec. 20 at the Senior Olympic Invitational Swimming Meet at the Halifax YMCA.

The old record of 1.28.5 was set by the Vancouver Dolphin Swim Club in 1960.

Members of the *Shearwater Bluefins* who set the relay record were Arlene Henderson, Janet Bruce, Ann Marie McCarthy and Beverley Britton.

One School That's Popular—Hockey

Who likes school? Sixty-four and a quarter boys, that's who.

How's that? Well, pictured here is



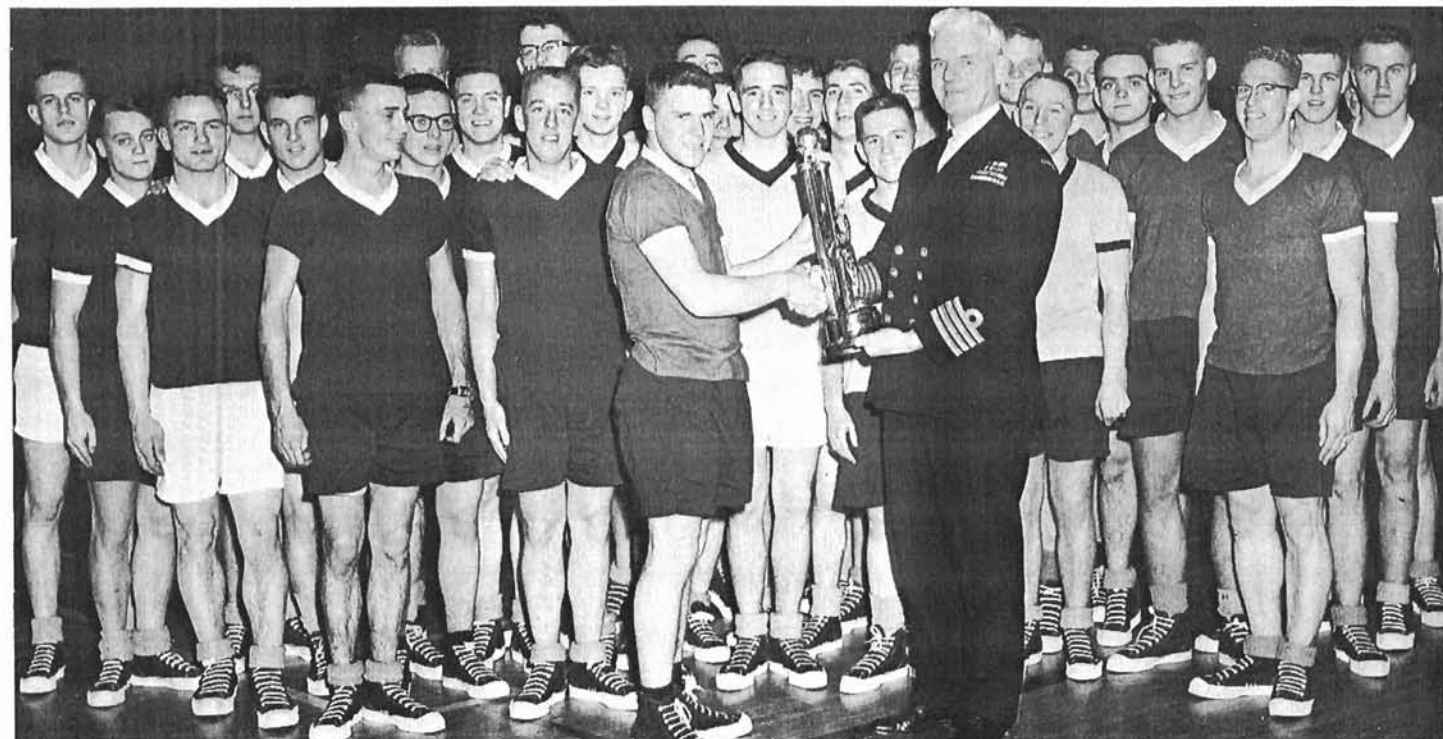
four-year-old Gregory Puddifant (proudly sporting the team number $\frac{1}{4}$), one of 64 boys who turned out at *Shearwater Flyers Forum* for a special "hockey school".

Sponsored by the Shannon Heights

Minor Hockey Association, the event was in two parts, highlighting the holiday season for the association's 11 teams. In the gymnasium of the Shannon Park school during the evening of Dec. 30, Don Newman rose, called for much-needed silence from the 180 boys registered in the league and opened part one with a lecture on hockey fundamentals.

Bill Squires further prepared the lads for the evenings feature with a run-down on basic rules and common infractions. Then they were treated to a film, in eight parts, on playing hockey for fun and playing it correctly.

Thursday morning the scene shifted to the Flyers Forum, where only the boys of the league's representative teams" could be accommodated. There, from Don Newman, Bill Squires and Sam McIvor, the boys received instructions on shooting, stickhandling, passing and basic skating drills. Two spirited scrimmages and a demonstration of passing and checking by the instructors able assistants Allan Newman, Bob Henbrey, Nipper Nepean and Ross Street concluded the activities.



A sturdy representative of his team receives the heavyweight tug-of-war trophy from Captain J. M. Paul, commanding officer of Cornwallis. He is Ord. Sea. Alexander Carmichael, of Fraser 3/46 Division, winner of the recently held competition in Cornwallis. The inter-divisional tug-of-war championship is a major event in the new entry training sports program. The competitions are held monthly in Cornwallis. (DB-1960)

League officials were pleased with the well-rounded program and feel that the boys will show the benefits of the expert instructions. How do the boys feel? Listen:

"Sir, when can we come back to school?"

Navy Outsails Victoria Club

The Navy lived up to its reputation of "Never Say Die" the last week-end in January to come from behind and defeat the Royal Victoria Yacht Club sailors in a return match.

The RCNSA was host to the RVYC, sailing in Esquimalt Harbour. Although sailing had to be cancelled on Saturday, Jan. 30, because of winds of over 50 knots, races were held throughout Sunday in El Toro dinghies, and the Navy's Uniqua 420 dinghies.

Each class raced four times and the RCNSA made a clean sweep, winning all events. This meant that though the RCNSA entered the week-end trailing 1 to 4, the combined results of the two events were 5 to 4 in favour of the RCNSA and for the first time the coveted "Nuts" trophy is claimed by the Navy club.

LETTERS TO THE EDITOR

Dear Sir:

I am attempting to prepare a tri-service history on the development of tactical military communication. Any data, recollections, or suggestion of written and graphic sources will be greatly appreciated, acknowledged, and credited where applicable. Information concerning developments and happenings prior to 1920 are particularly desired.

I would appreciate it if you could include the preceding paragraph and my name and address in the next convenient issue of your publication since your readers house a wealth of information in this field. Thank you very much for your assistance.

Sincerely,

DAVID L. WOODS
Lt. USNR-R

1245 Via Del Mar
Winter Park,
Florida, U.S.A.

Sir:

With reference to the "Naval Lore Corner" of the January 1964, I wish to point out that the RCMP Marine Division still has remaining one of the old Canadian diesel Bangors, namely the RCMP *Irvine*, ex-HMCS *Noranda*. She is secured at Jetty 17, HMC Dockyard, Halifax, and is used solely as a depot ship, not commissioned. One of these days, I imagine, we will be declaring her surplus.

With reference to *The Crownsnest*, August 1964, Naval Lore Corner, also, the Marine Division also had four of the Fairmiles since the war and we disposed of the last one in 1958. Photographs can be supplied if required.

Just interested, as I had six years' naval service myself during the war and have been a subscriber to *The Crownsnest* for years.

Yours truly,

INSPECTOR R. C. BUTT,
Officer Commanding
RCMP Marine Sub-Division,

HMC Dockyard
Halifax, N.S.



The first prize winner in the Victoria Junior Chamber of Commerce Christmas Lighting contest for ships of the Pacific Command was the destroyer escort Qu'Appelle, shown centre, at her jetty in HMC Dockyard, Esquimalt. The Qu'Appelle was presented with a plaque marking her accomplishment. (E-79205)

RETIREMENTS

CPO LYNDEN VINCENT BIRD, CD; C2BN4; joined Sept. 16, 1940; served in Naden, Prince Robert, Givenchy, Sans Peur, Stadacona, Swift Current, Shawinigan, Hochelaga II, Hallowell, Peregrine, St. Pierre, Waskesiu, Rimouski, Avalon, Midland, Nipigon, Arvida, St. Hyacinthe, Cornwallis, Uganda, Crescent, Cayuga, Magnificent, Athabaskan, Ontario, Niobe, Quebec, Bonaventure, Shearwater; retired Jan. 22 1965.

CPO ROBERT COURTNEY BRADLEY, CD; C2BN3; joined in Jan. 15, 1940; served in Naden, Stadacona, Acadian, St. Laurent, Cornwallis, Kitchener, Wentworth, Peregrine, Niobe, HMS Excellent, Crusader, Givenchy, Crescent, Chatham, Quebec, Huron, Cayuga, Ontario, Royal Roads, Jonquiere, Queen, Saguenay; retired Jan. 14, 1965.

CPO STANLEY ARTHUR ESCOTT, CD; C2HT4; served in RCNVR April 10, 1940-Aug. 20, 1945; RCNR Dec. 18, 1950-March 4, 1952; transferred to RCN March 5 1962; served in Winnipeg naval division Naden, NOIC Vancouver, Stadacona, Shelburne, Avalon, Lanark, Chippawa, Ontario, Cornwallis, Cedarwood, Ste. Therese, Cape Breton, Discovery; retired Jan. 27, 1965.

PO JAMES PARKER FEE, CD; P1BN3; commenced service July 15, 1941; served in Naden, Givenchy, Stadacona, St. Francis, Cornwallis, Skeena, Avalon, Woodstock, Captor II, Scotian, Morden, Ottawa, HMS Puncher, Niobe, Warrior, Ontario, Rockcliffe, Antigonish, Athabaskan, Sussexvale, Jonquiere; retired Jan. 13, 1965.

PO JOHN RICHARD HEATH CD and 1st Clasp; P1WS4; commenced service Jan. 15, 1940; served in Naden, Stadacona, Comox, Skeena, Cornwallis, Sackville, Pictou, Avalon, Brandon, Protector, Minas, Scotian, Gaspé, Peregrine, Niobe, Matane, Royal Roads, Uganda, Ontario, Rockcliffe, Micmas, Prestonian, Brockville, Chatham, Ontario, Sussexvale; retired Jan. 14 1965.

CDR. PATRICK CAMPBELL BENSON, CD; commenced service on April 4, 1934; as an ordinary seaman; promoted to sub-lieutenant on Dec. 6, 1940; served in Naden, Ottawa, HMS Victory, Stadacona, HMS Revenge, HMS Sobkera, HMS Asbury for Balfour, HMS Bligh; transferred to RCN as a lieutenant Nov. 14, 1945; served in Stadacona, Naden, York, Shearwater, Ontario, Sioux, Bytown, Patriot, Cayuga; last appointment Stadacona as Queen's Harbour Master and as Master Attendant; commenced leave Feb. 3, 1965; retires on Aug. 17, 1965.

LT.-CDR. CHARLES JAMES BICKNELL, CD; commenced service in the RCNVR on Oct. 26, 1936 as an ordinary seaman; transferred to the RCN July 1, 1939; promoted to acting warrant writer on May 1, 1943; served in Naden, Prince Robert, Stadacona, Bytown, Ontario, Tecumseh, Venture, Skeena; last appointment Bytown additional on staff of DMST as A/DMST; commenced leave Jan. 10, 1965; retires on Aug. 28, 1965.

LT.-CDR. (W) JEAN CRAWFORD-SMITH, CD; commenced service in Women's Royal

CPO JACK SEWARD HERMISTON CD; joined RCNVR Dec. 1 1939; transferred to RCN Dec. 19 1943; served in Winnipeg Naval Division, Stadacona, Prince Henry, Trillium, Avalon, Cornwallis, Niagara, Carleton, Nibe, HMS Jamaica, Peregrine, Ontario, Naden, Givenchy, Cayuga, HMS Excellent, Sioux, Chippewa Star, Jonquiere, Iroquois; retired Jan. 24, 1965.

PO WILLIAM CARTER KENNEDY, CD; joined RCNVR July 23 1942; transferred RCN June 22 1944; served in Discovery, Naden, Givenchy, Courtenay, Burrard, Shediac, Uganda, Rockcliffe, Athabaskan, Cayuga, Crusader, Ste. Therese, Sioux, Fraser, Jonquiere; retired Jan. 4, 1965.

CPO TREVOR FREDERICK RICHARD LOVEKIN, CD and 1st Clasp; C1BN4; joined RCN Oct. 14 1947; served in RN Sept. 13, 1939 to May 31, 1947; served in York, Iroquois, Stadacona, Warrior, Magnificent, Shearwater, Bytown, New Liskeard, Portage, Niobe, HMS Dolphin, HMS Ambrose, Mallard, Loon, Gloucester; retired Jan. 15, 1965.

CPO ELWOOD JOSEPH MacDONALD CD; C1WV4; commenced service on Jan. 15, 1940; served in Naden, Stadacona, Collingwood, Protector, Chicoutimi, Chilliwack, North Shore, Haida, Givenchy, Rockcliffe, Cayuga, Sioux, Crusader, Sussexvale, Antigonish, Mackenzie; retired Jan. 15, 1965.

CPO CHARLES EDWARD MILLS, CD; C1WR4; served in RCNVR Aug. 30, 1937-Nov. 12, 1945; joined RCN Aug. 19 1946; served in Prince Rupert, Naden, Givenchy, Stadacona, Iroquois, Malahat, Charlottetown, Rockcliffe, Sioux, Donnacona, Hochelaga, Royal Roads, Fraser; retired Jan. 4, 1965.

CPO ARTHUR WELDON O'CONNOR, CD and 1st Clasp; C2ER4; joined RCNR Jan. 3, 1941; transferred to RCN Nov. 13 1945; served in Toronto naval division Stadacona, Hochelaga II, Rimouski, Cornwallis, Kit-

chener, Avalon, Drumheller, Niobe, Monnow, Peregrine, Griffon, Nootka, Iroquois, Portage, Haida, New Liskeard, Crusader, Fort Erie, Bonaventure; retired Jan. 12, 1965.

CPO WILLIAM ALBERT VALENTINE RAMSDALE, CD; C1BN4; commenced service Jan. 26, 1940; served in Naden, Stadacona, Saguenay, Niobe, Eyebright, Snowberry, Hochelaga, Digby, Kootenay, Niagara, Riviere-du-Loup, Uganda, Givenchy, Ontario, Cornwallis, Aldergrove, D'Iberville, Magnificent, Cape Breton, Shearwater, Huron, Hochelaga; retired Jan. 25, 1965.

PO EDWARD ALEXANDER STEIN, CD; P1ER4; joined RCNVR August 30, 1943; transferred RCN Jan. 9, 1946; served in Chippawa, Cornwallis, Stadacona, York, Peregrine, Carlplace, Niobe, Warrior, Scotian, Nootka, Iroquois, La Hullose, Micmac, Quebec, Huron, Penetang, Buckingham, Gatineau, Lanark, Iroquois, Cape Scott; retired Jan. 2, 1965.

CPO JOHN ALFRED STODDART CD and 1st Clasp; C1PT4; commenced service Jan. 25, 1940; served in Naden, Stadacona, Niobe, Bittersweet, St. Boniface, Chaleur, Buckingham, Ontario, Cornwallis, Royal Roads; retired Jan. 24, 1965.

CPO GEORGE EDWARD VANT HAAFF, CD and 1st Clasp; C1ST4; commenced service Jan. 15, 1940; served in Naden, Armen-tires, Givenchy, Quatsino Chatham, Burrard-Discovery, Prince David, Peregrine, Niobe, HMS Battler, J1608, Crusader, Rockcliffe, Cayuga, Sioux, Stettler, Crescent; retired Jan. 14, 1965.

CPO REGINALD WINTER, CD; C1WS4; commenced service Jan. 15, 1950; served in Naden, Stadacona, Saguenay, Ungava, Cornwallis, Givenchy, Port Colborne, Eastview, Matane, Iroquois, Portage, Warrior, Niobe, HMS Excellent, Huron, Magnificent, Algonquin; retired Jan. 14, 1965.

OFFICERS RETIRE

Canadian Naval Service on Oct. 22, 1942, as a probationary wren; promoted to prob-sub-lieutenant (SB) on Mar. 20, 1943; served in Bytown, Burrard, Carleton, demobilized March 21, 1946; entered RCN(R) on Aug. 18, 1951; transferred to RCN April 15, 1955; served in York, Cornwallis, Naden, Patriot, Bytown, Niagara, Stadacona; last appointment as Staff Officer Wrens and as Wren New Entry Training Officer; commenced leave Jan. 23, 1965; retires on April 15, 1965.

CAPTAIN MURRAY ALEXANDER DAVIDSON, CD; commenced service in the RCN on Sept. 2, 1932; as a paymaster cadet; served in Stadacona, HMS Erebus, HMS Frobisher, HMS Revenge, HMS Victory, HMS Hood, HMS Leander, Saguenay, Ottawa, Avalon, Naval Headquarters, Niobe, Ontario, Scotian, Givenchy, Naden, Donnacona, Hochelaga, Stadacona, Patriot; last appointment Patriot on staff of COND as Chief of Staff; commenced leave on Feb. 3, 1965; retires on Oct. 1, 1965.

CDR. WILLIAM JAMES FLOYD, CD; commenced service in the RCNVR on Sept. 26,

1939 as a writer; promoted to probationary paymaster sub-lieutenant on Jan. 25, 1943; served in Stadacona, Venture, Protector, Captor II, Naden, Chippawa, Givenchy; transferred to RCN March 21, 1946; served in Naden, Nootka, Bytown, Stadacona, Cornwallis, Patriot; last appointment Patriot on staff of COND as Comptroller; commenced leave Feb. 3, 1965; retires on Aug. 18, 1965.

LT.-CDR. BEVERLY JAMES GILLESPIE, CD; served in RCAF and Fleet Air Arm during Second World War; commenced service in the RCN(R) Oct. 28, 1946 as a lieutenant (P); transferred to RCN as lieutenant (SB) May 19, 1949; served in Hunter, Haida, Naval Headquarters, Stadacona, Magnificent, Athabaskan, Iroquois, Huron, Naden, Bytown for duty in Viet-Nam; last appointment Bytown on staff of Director of Naval Information; commenced leave Feb. 10, 1965; retires on June 1, 1965.

LT.-CDR. STANLEY CHARLES GOOD-YEAR, CD; commenced service in the RCN on April 16, 1934, as an acting engine room

artificer 4th class; promoted to acting warrant electrician on July 4, 1943; served in *Stadacona*, *HMS Vernon*, *HMS Excellent*, *HMS Hood*, *St. Laurent*, *Skeena*, *HMS Defiance*, *Cornwallis*, *Uganda*, *Scotian*, Naval Headquarters, *Stadacona*, *Magnificent*, *La Hulioise*, *Cornwallis*, *Micmac*; last appointment *Bytown* on staff of Director Operations Systems as Assistant Director Operating Systems detection and Navigation; commenced leave Jan. 19, 1965; retires Sept. 7, 1965.

CDR. JOHN BRADFORD HALL, CD; commenced service in the RCNR Feb. 26, 1941; rank on joining sub-lieutenant (SB); served in Toronto Naval Division, *Stadacona*, *HMS Victory*, *HMS Tynwald*, *HMS Mercury*, *HMS Penelope*, *Bytown*; transferred to RCN Sept. 5, 1945 as lieutenant (L); served in *Bytown*, *Naden*, *Athabaskan*, *Niagara*, *Ontario*, *Stadacona*; last appointment, Assistant PNO West Coast and as RNO Victoria; commenced leave Jan. 16, 1965; retires on July 12, 1965.

CDR. LATHAM BERETON JENSON, CD; commenced service in the RCN on Aug. 26, 1938 as a cadet; served in *Stadacona*, *HMS Rescue*, *HMS Frobisher*, *HMS Renown*, *HMS Matabel*, *HMS Hood*, *HMS Excellent*, *Ottawa*, *Niagara*, *Long Branch*, *Algonquin*, *Royal Roads*, *Cayuga*, Naval Headquarters, *Naden*, *Crusader*, *Micmac*, *Niobe*, *Fort Erie*; last appointment, *Bytown* as A/DNOM Complements; commenced leave Feb. 5, 1965; retires on Aug. 25, 1965.

CDR. ALFRED HORACE KERLEY, CD; commenced service in the RCNVR on Feb. 15, 1941; as a probationary sub-lieutenant (E); served in Saskatoon Naval Division, *Stadacona*, *HMS Dido*, *Ungava*, *Cape Breton*, *Huron*, *Unicorn*, *York*; demobilized Sept. 25, 1945; entered RCN on June 10, 1946; served in *Givenchy*, *Uganda*, *Naden*, *Niobe*, *Magnificent*, *Haida*, *Niagara*, *Bytown*, *Stadacona*, *Labrador*, *Cape Breton*; last appointment *Naden* additional on staff of COMSUTPAC as Engineering Officer Ship Repair Activity; commenced leave Feb. 3, 1965; retires on July 1, 1965.

LT.-CDR. HAROLD ERNEST THOMAS LAWRENCE, DSC, CD; commenced service in the RCNVR on Sept. 8, 1939 as a midshipman; served in *Stadacona*, *Andre Dupre*, *Ulna*, *Citadel*, *Acadia*, *French*, *Moose Jaw*, *Kings*, *Oakville*, *Sioux*; transferred to RCN April 30, 1945 as a lieutenant; served in *Stadacona*, *Niobe*, *Crescent*, *Cayuga*, *Micmac*, *Magnificent*, *Bytown*, *Star*, *Portage*, *Naden*; last appointment, *Bytown* on staff of Director Naval Operational Requirements; commenced leave Jan. 20, 1965; retires on Aug. 17, 1965.

LT.-CDR. JOHN LEWRY, CD; commenced service in the RCNVR Sept. 21, 1940, as an ordinary seaman; promoted to probationary sub-lieutenant on Jan. 1, 1944; served in *Stadacona*, *Protector*, *Venture*, *Sambro*, *Kenogami*, *St. Hyacinthe*, *Avalon*, *Mayflower*, *Hochelaga II*, *Hochelaga*, *Donnacona*, *Cornwallis*, *Kings*, *Dauphin*; transferred to RCN as lieutenant on April 30, 1947; served in *Niobe*, *HMS St. Vincent*, *Stadacona*, *Warrior*, *HMS Gannet*, *Magnificent*, *Shearwater*, *Bytown*, *HMS Sea Eagle*, *Cornwallis*, *Fort Erie*, *York*; last appointment, *York*; commenced leave Feb. 8, 1965; retires on Aug. 21, 1965.

LT. ALAN RUSSELL McCLUNG, CD; commenced service in the RCNVR on Jan. 9, 1938, as an ordinary seaman, transferred to

RCN Mar 1, 1937 as ordinary seaman; promoted to acting gunner (T) May 19, 1944; served in *Naden*, *Skeena*, *St. Laurent*, *Stadacona*, *Venosta*, *Nootka*, *Renard*, *St. Francis*, *Cornwallis*, *Niobe*, *HMS Vernon*, *HMS Portsmouth*, *Kootenay*, *Haida*, *Micmac*, *Brunswick*, *Llewellyn*, *Nootka*, *Sioux*, *Cedarwood*, *Fortune*, *Bytown*; last appointment *Bytown* on attachment to Joint Photographic Intelligence centre; commenced leave Feb. 1, 1965; retires Aug. 20, 1965.

LT.-CDR. CHARLES CEDRIC TURRELL McNAIR, CD; commenced service in the RCNVR on Dec. 8, 1938, as a midshipman; served in *Naden*, *Ottawa*, *Givenchy*, *Stadacona*, *Noranda*, *Springhill*, *St. Thomas*; demobilized Nov. 20, 1945; entered RCN(R) as lieutenant, Jan. 21, 1947; transferred to RCN as lieutenant (SB) Aug. 9, 1948; served in *Discovery*, *Uganda*, *Malahat*, *Bytown*, *Naden*, *Magnificent*, *Cayuga*, *Nootka*, *Bytown*, *Star*, *Patriot*; last appointment, Naval Headquarters as Deputy Director of Naval Information; commenced leave Feb. 10, 1965; retires on July 3, 1965.

LT.-CDR. DAVID MOILLIET, CD; commenced service in the RCN(R) on Oct. 16, 1947, as a probationary writer; promoted to cadet (S) on Sept. 27, 1948; transferred to RCN Aug. 31, 1951; served in *Malahat*, *Naden*, *Cayuga*, *Beacon Hill*, *Discovery*, *Sault Ste. Marie*, *Ontario*, *Antigonish*, *Sioux*, *Niobe*, *Cornwallis*, *Haida*, Naval Headquarters; last appointment *Bytown* on staff of Director of Naval Information; commenced leave Feb. 10, 1965; retires on May 16, 1965.

CDR. HENRY WILLIAM MOXLEY, CD; commenced service in the RCNVR April 12, 1940 as an acting sub-lieutenant; served in *Stadacona*, *HMS Victory*, *HMS King Alfred*, *HMS Drake*, *HMS Blue Bell*, *HMS Vetch*, *HMS Dryad*, *HMS Ere*, *HMS Canada*, *HMS Berkeley Castle*; transferred to RCN on July 4, 1946; served in *York*, Naval Headquarters, *Givenchy*, *Stadacona*, *Niobe*, *Mag-*

nificent, *Niagara*, *Iroquois*; last appointment *Bytown* on staff of Assistant Chief Naval Personnel plans; commenced leave Feb. 3, 1965; retires on Aug. 12, 1965.

CDR. MAURICE FAULKNER OLIVER, CD; commenced service in the RCNR on Nov. 14, 1940, as a mate; served in *Stadacona*, *Restigouche*, *Cobalt*, *Halifax*, *Chebogue*, *Niobe*, *Port Colborne*, *Sioux*, *Givenchy*; transferred to RCN as a lieutenant on March 2, 1946; served in *Givenchy*, *Naden*, *Stadacona*, *Ontario*, *Bytown*, *Iroquois*, *Niobe*, *Cape Breton*; last appointment *Naden*, on staff of Officer-in-Charge RCN Depot as Manning Commander; commenced leave Jan. 12, 1965; retires on July 8, 1965.

CAPTAIN ANTONY FENWICK PICKARD, OBE, CD; commenced service in the RCNR on Sept. 17, 1940; as an acting mate; served in *Stadacona*, *Venture*, *Chambly*, *St. Catharines*, *Avalon*, *St. Stephen*, *Scotian*; transferred to RCN on Oct. 31, 1946 as lieutenant-commander; served in *Scotian*, *Iroquois*, *Stadacona*, *Haida*, *Bytown*, *Shearwater*, *Quebec*, *Avalon*, *Patriot*, *Algonquin*, *Nootka*; last appointment *Bytown* as Director of Naval Ship Requirements; commenced leave 3 Feb. 1965; retires on Aug. 12, 1965.

CAPTAIN ERNEST HENRY HAMMOND RUSSELL, CD; commenced service in the RCNR on June 20, 1937, as a sub-lieutenant; served in *Stadacona*, *Laconia*, *Columbia*, *Venture*, *HMS Warspite*, Naval Headquarters; transferred to RCN on Jan. 17, 1946 as an ordnance lieutenant commander; served in NMCJS Washington, *Stadacona*; last appointment *Bytown* as Director of Materiel Supply Technical; commenced leave on Feb. 3, 1965; retires on Sept. 2, 1965.

LT.-CDR. HAROLD SHERGOLD, CD; commenced service in the RCN on Feb. 10, 1930; as a boy seaman; promoted to acting gunner, Feb. 27, 1943; served in *Naden*, *HMS Excellent*, *HMS Victory*, *HMS Nelson*, *Skeena*, *HMS Excellent*, *HMS Curacao*, *Fraser*, *HMS Victory I*, *St. Laurent*, *Stadacona*, *Niobe*, *Acadia*, *HMS Puncher*, *Cornwallis*, *Ontario*, *Athabaskan*, *Cayuga*, *Bytown*, *Niagara*, *Niobe II*, *Bonaventure*; last appointment, *Naden* as Officer-in-Charge Gunnery Training Centre and on staff of Flag Officer Pacific Coast as Staff Officer Gunnery; commenced leave Jan. 3, 1965; retires on Sept. 19, 1965.

CAPTAIN LESLIE EUGENE SIMMS, CD; commenced service in the RCNVR on Mar. 21, 1941 as a probationary sub-lieutenant (E); served in Saint John Naval Division, *Stadacona*, *HMS President*, *HMS Euryalus*, *HMS Dido*, *Nipigon*, *Annapolis*, *Avalon*, *Restigouche*, *Cornwallis*, *Brunswick*; demobilized Dec. 3, 1945; entered RCN Aug. 1, 1948 as a lieutenant (E); served in *Donnacona*, *Scotian*, *Stadacona*, Naval Headquarters, *Magnificent*, *Niagara*, *St. Laurent*; last appointment, *Stadacona* as PNO Maritimes; commenced leave Feb. 3, 1965; retires on July 10, 1965.

CDR. WILLIAM HERBERT WILLSON, DSC, CD; commenced service in the RCN on Dec. 26, 1936, as a cadet; served in *Stadacona*, *HMS Frobisher*, *HMS Vindictive*, *HMS Cumberland*, *HMS Suffolk*, *HMS Dorsetshire*, *HMS Excellent*, *Skeena*, *St. Clair*, *Niagara*, *Kootenay*, *Naden*, *Bytown*, *Niobe*, *Discovery*, *Crusader*, *Sioux*, *Ottawa*, *Terra Nova*, *Chaleur*; last appointment *Bytown* on staff of DNT as A/DNT (Men); commenced leave Feb. 3, 1965; retires on Sept. 12, 1965.

Drivers Warned Of Towing Peril

Towing a car equipped with an automatic transmission can be extremely hazardous, even deadly, unless you know how to do it properly.

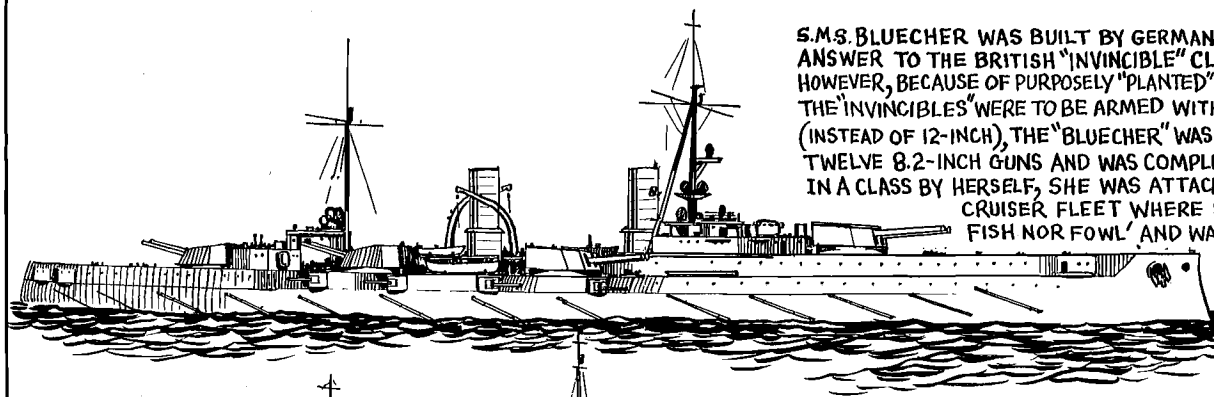
The National Safety Council states that recently a young woman in California was steering a car as it was being towed 30 miles into town for repairs. The automatic transmission became overheated by friction because the oil pumps could not function properly to lubricate the movable parts. The excessive heat caused the gears to lock and fly apart, cracking the transmission housing and breaking a hole in the car's floor. Hot transmission oil sprayed on the passengers, burning the woman and her small daughter to death.

The National Safety Council warns that cars with automatic transmissions should not be towed at high speeds for long distances unless the rear wheels are off the ground or the drive shaft is disconnected. Above all, says the Council, follow the requirements for towing listed by the car manufacturer. (NAVNEWS)

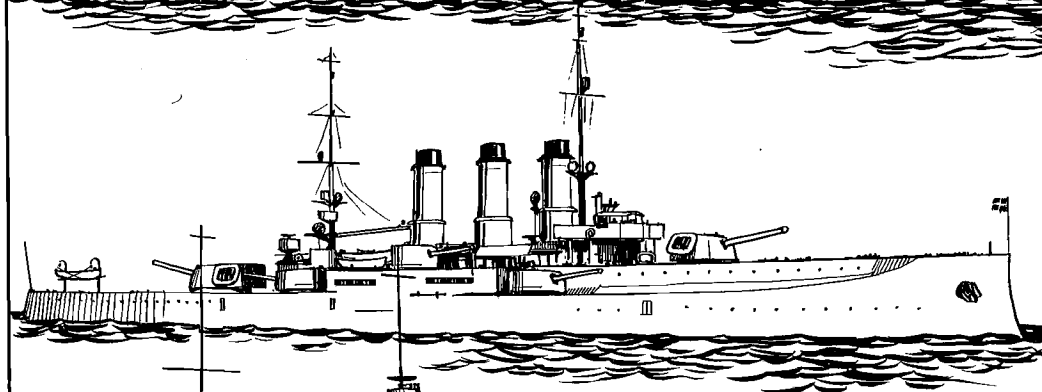
Naval Lore Corner

Number 135
NAVAL HYBRIDS

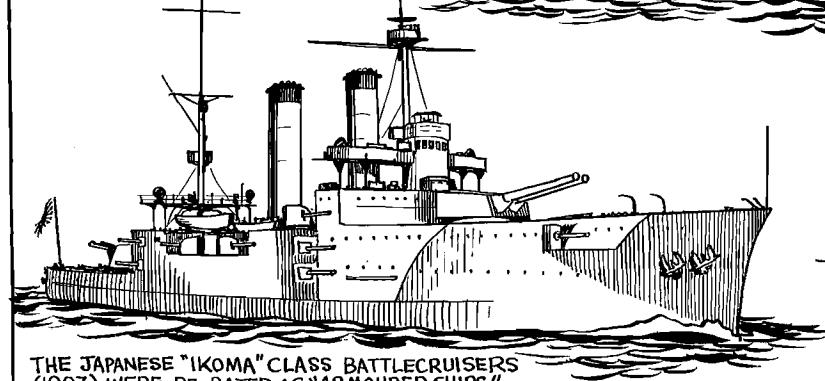
THE CLASSIFICATION OF WARSHIPS IN MODERN NAVIES INTO DISTINCT TYPES HAS BECOME MORE AND MORE OBSCURE. UP TO THE END OF WORLD WAR II, HOWEVER, WARSHIPS FELL INTO SEVERAL ESTABLISHED CATEGORIES. THERE WERE, HOWEVER, SOME EXCEPTIONS WHICH HAD THE CHARACTERISTICS OF MORE THAN ONE TYPE



S.M.S. BLUECHER WAS BUILT BY GERMANY IN 1909 AS AN ANSWER TO THE BRITISH "INVINCIBLE" CLASS BATTLECRUISERS. HOWEVER, BECAUSE OF PURPOSELY "PLANTED" MISINFORMATION THAT THE "INVINCIBLES" WERE TO BE ARMED WITH 9.2-INCH GUNS (INSTEAD OF 12-INCH), THE "BLUECHER" WAS COMPLETED WITH TWELVE 8.2-INCH GUNS AND WAS COMPLETELY OUTCLASSED. IN A CLASS BY HERSELF, SHE WAS ATTACHED TO THE BATTLECRUISER FLEET WHERE SHE WAS 'NEITHER FISH NOR FOWL' AND WAS SUNK IN THE WAR'S FIRST MAJOR NAVAL ACTION AT DOGGER BANK IN 1915...

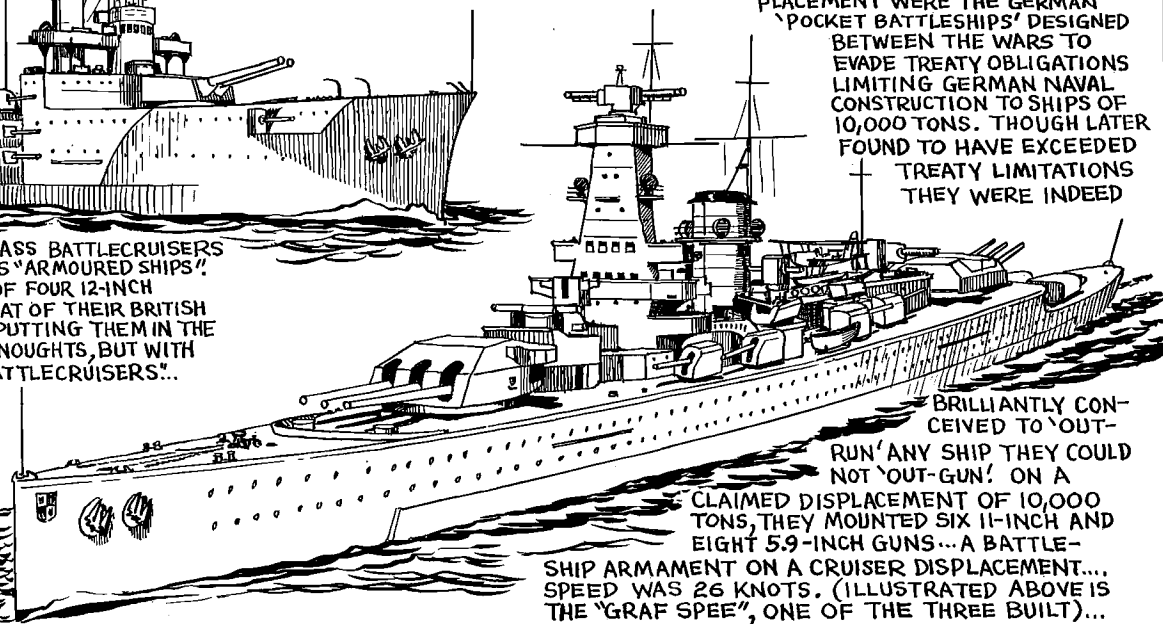


THE ITALIAN "VITTORIO EMANUELE" CLASS (1907-8) WERE KNOWN AS "NAVE DA BATTAGLIA" - A CROSS BETWEEN BATTLESHIPS AND ARMoured CRUISERS. THERE WAS NO OFFICIAL DISTINCTION BETWEEN THE TWO TYPES. THEIR TWO 12-INCH GUNS QUALIFIED THEM AS PRE-DREADNOUGHT BATTLESHIPS. SECONDARY ARMAMENT WAS TWELVE 8-INCH GUNS ON A DISPLACEMENT OF 12,625 TONS...



THE JAPANESE "IKOMA" CLASS BATTLECRUISERS (1907) WERE RE-RATED AS "ARMoured SHIPS". THEIR MAIN ARMAMENT OF FOUR 12-INCH GUNS WAS ONLY HALF THAT OF THEIR BRITISH CONTEMPORARIES, THUS PUTTING THEM IN THE CATEGORY OF PRE-DREADNOUGHTS, BUT WITH THE DESIGNATION OF 'BATTLECRUISERS'...

PERHAPS THE MOST FAMOUS COMPROMISE BETWEEN BIG GUNS AND SMALL DISPLACEMENT WERE THE GERMAN 'POCKET BATTLESHIPS' DESIGNED BETWEEN THE WARS TO EVADE TREATY OBLIGATIONS LIMITING GERMAN NAVAL CONSTRUCTION TO SHIPS OF 10,000 TONS. THOUGH LATER FOUND TO HAVE EXCEEDED TREATY LIMITATIONS THEY WERE INDEED



BRILLIANTLY CONCEIVED TO 'OUT-RUN' ANY SHIP THEY COULD NOT 'OUT-GUN'. ON A CLAIMED DISPLACEMENT OF 10,000 TONS, THEY MOUNTED SIX 11-INCH AND EIGHT 5.9-INCH GUNS... A BATTLESHIP ARMAMENT ON A CRUISER DISPLACEMENT... SPEED WAS 26 KNOTS. (ILLUSTRATED ABOVE IS THE "GRAF SPEE", ONE OF THE THREE BUILT)...

CANADA
POSTAGE PAID
PORT PAYÉ

***If undelivered,
return COVER WITH CONTENTS to:***

The Queen's Printer, Ottawa, Canada

***En cas de non-livraison,
retourner cette PUBLICATION INTACTE à:***

L'Imprimeur de la Reine, Ottawa, Canada



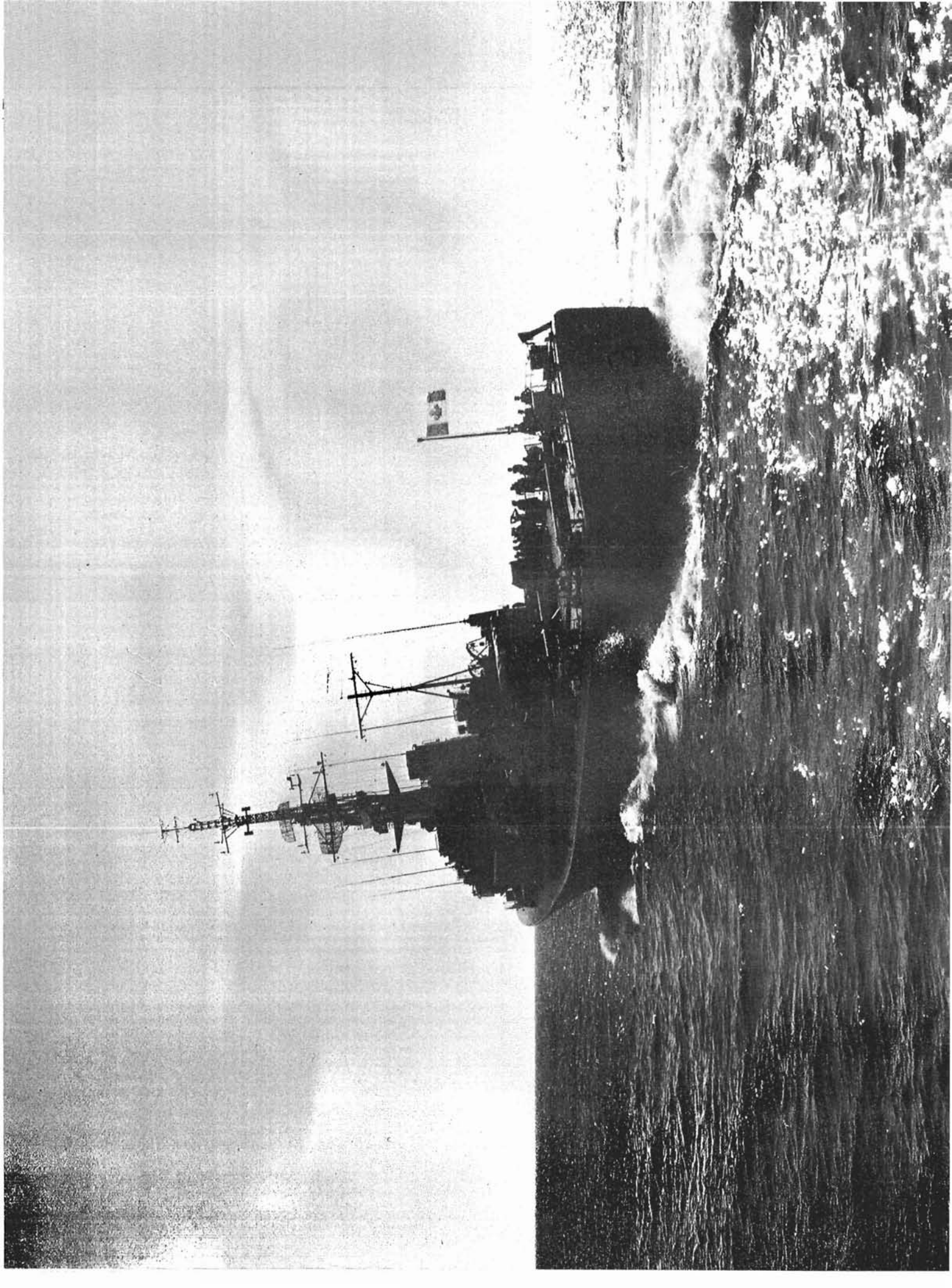
The CROWSNEST



Vol. 17, Nos. 3 and 4

OUR NAVY Issue

March - April, 1965



The CROWSNEST

Vol. 17 Nos. 3 and 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH - APRIL 1965

CONTENTS

	Page
<i>The Fleet of the Future</i>	2
<i>To Be a Wren</i>	4
<i>The New Ships</i>	5
<i>Tragedy in LaSalle</i>	10
<i>Integration at the Top</i>	12
<i>Arctic Oceanography</i>	15
<i>Corvette</i>	17
<i>Endeavour</i>	21
<i>Cape Scott Returns</i>	25
<i>Here and There in the RCN</i>	26
<i>Beartrap</i>	27
<i>Orders of Chivalry</i>	31
<i>Follow Me</i>	34
<i>Composition of the Fleet</i>	36
<i>Naval Lore Corner No. 136</i>	Inside Back Cover

The Cover—A new flag was proclaimed for Canada on Feb. 15 of this year. Ships of the Royal Canadian Navy lowered the White Ensign for the last time and raised the new banner whose central emblem is the maple leaf.

OUR NAVY

Since 1959 *Our Navy*, a roundup of information of general interest about the Royal Canadian Navy, has appeared as a special, enlarged issue of *The Crownsnest*. In this issue, as in the previous six, the practice has been followed of reprinting certain articles from the RCN issue of *Canadian Shipping and Marine Engineering News*, Toronto, published each March. Regular departments omitted from this issue of *The Crownsnest* will be resumed with the May issue.

On the opposite Page: The Yukon, recent arrival in the Pacific Command from the East Coast, displays a fine turn of speed and also the new Canadian flag during exercises in the Pacific. (CCC4-1406)

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 Secretary Defence Staff, Canadian Forces Headquarters, Ottawa, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

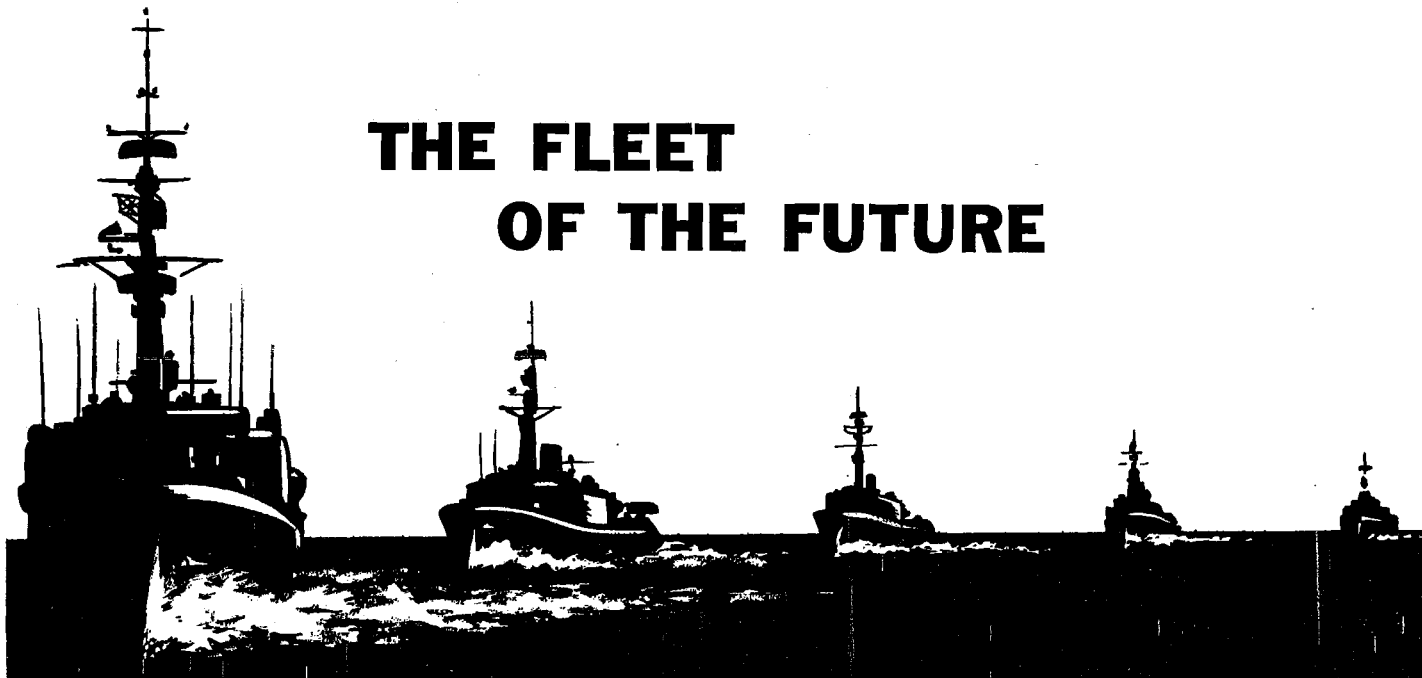
The Crownsnest may be subscribed for at the rate of \$2 a year; outside of North America, \$3. Orders, accompanied by cheque or money orders payable to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
OTTAWA, Ontario,
Canada

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

EDITOR,
The Crownsnest,
Canadian Forces Headquarters,
OTTAWA, Ontario.

THE FLEET OF THE FUTURE



THE SHAPE AND SIZE of the fleet with which the Royal Canadian Navy will enter the 1970s emerged in sharpened focus with last December's announcement of the \$1.5 million, five-year equipment program for the armed forces.

The major naval items of the program are:

- Construction of four helicopter-destroyers (DDH);
- Construction of two operational support ships;
- Conversion of the seven Restigouche class destroyer escorts;
- Major mid-life refit and renovation of HMCS *Bonaventure*;
- An additional order for 12 CHSS-2 Sea King helicopters;
- Procurement of a conventional submarine to replace HMCS *Grilse*.

In addition there are some important naval projects which, because they had been approved and announced earlier, were not included in the list.

One is the submarine building program. This is well under way, with the first of three submarines on order in Britain due to commission this autumn at Chatham, England. The other two are scheduled to complete in 1967 and '68.

Then there is the experimental hydrofoil ship, now under construction in Toronto and Sorel, Que. It will be delivered in 1966, then for the better part of two years will be put through extensive trials. On the results of these tests will depend whether production models are ordered for the fleet.

Another item is improvement of the existing Tracker aircraft, to extend their range and fit them with new ASW and navigational equipment.

Also on the future books is a research ship broadly similar to CNAV *Endeavour*, to be based at Halifax for use by the Naval Research Establishment of the Defence Research Board. While it cannot be regarded as a unit of the fleet—it will be civilian-manned, staffed by scientists and unarmed—this ship is expected, through its oceanographic research, to make an important contribution to maritime operations.

To predict precisely the composition of the fleet five or six years hence is impossible. For one thing, as stated in the announcement of the five-year program, changes in the international situation, either for the better or the worse, inevitably would have an effect on Canada's defence planning.

However, assuming there is no dramatic change in the state of world or national affairs, it would appear, from an examination of the present naval lineup and of the current and future programs, that in the early 1970s the Navy will field a team consisting of the *Bonaventure*, with her Trackers and Sea Kings; 24 first-rate anti-submarine destroyers; 13 of them with helicopters; three operational support ships; four submarines, and a few older escorts and other ships for training and support duties. And it may be that hydrofoils will be coming into service or in production.

Numerically the fleet of 1970-71 will be smaller than that of 1964-65. In quality and capability it will be superior.

In its primary role, anti-submarine warfare, the advances will be particularly marked. New detection devices and new weapons systems will extend significantly the distances at which submarines can be found, followed and sunk; the use of operational support ships, to refuel, re-ammunition and re-provision, will increase several times over the number of ships the fleet will be able to maintain on station at sea, and therefore the amount of sea it can cover continuously.

By reducing dependence on shore bases, the operational support ships not only will increase the on-station availability of the fleet but will also make it more mobile, able to travel further and faster without having to put into port.

The fleet will possess also a great flexibility and versatility. The capacity to provide sealift for the Army, a requirement set forth in last year's White Paper on Defence, will be considerably augmented with the addition of the two operational support ships. Together with the *Bona-venture* and *Provider*, they will enable the mustering of a fairly substantial sealift, should the need arise. Another welcome addition will be the five-inch gun to be installed in the helicopter-destroyers. This will restore a shore bombardment and surface action capability that has been lacking in recent years.

Organizationally, there will be changes as well. Up to now, integration of the armed forces has been confined to Canadian Forces Headquarters in Ottawa. However, integration of the field commands is scheduled to start within the year. How they will be organized has yet to be an-

nounced, but if the functional principle is followed, it is conceivable that one of the groupings will be known as Maritime Command. There are already integrated Maritime Commands, consisting of operational RCN and RCAF forces, on each coast. These could be expanded to include all elements concerned with maritime defence, bringing them at the same time even more closely together than they are at present.

Thus in Halifax, where there now are four commands—Maritime Command Atlantic, Atlantic Command of the RCN, Eastern Army Command and Maritime Air Command—there could

The question has been raised as to why the navy has chosen to equip some ASW ships to carry helicopters and fit Asroc in others.

The answer, briefly, is that the one complements the other; combined, they give the navy an excellent mixture of A/S weaponry. The helicopter is primarily for surveillance, search, and tracking and attack. Asroc is an instant-response weapon, one that can be triggered into action in seconds.

The helicopter can emulate the Asroc only if it is airborne and near the target, but there are many things the helicopter can do that the Asroc cannot.

be one command. It would be an operational command and the present support elements would be absorbed by the other newly-formed commands.

This is speculation, but it does appear highly probable that in future defence planning and terminology those forces that serve on, over and under the sea will be known and operated as one.



With a total of 176 years of accident-free driving, 11 civilian drivers of the Motor Transport Section HMC Dockyard, have received safe driving awards and certificates. Commodore E. N. Clarke, Commodore Superintendent Atlantic Coast, (centre) made the presentation, assisted by John Breen, Administrative Officer Atlantic Coast, (fourth from left); and Harold Grant, Supervisor Motor Transport Atlantic Coast, (sixth from left). Shown are: (left to right) Clarence Melvin, Gordon MacDonald, Albert Wheeler, Mr. Breen, Commodore Clarke, Mr. Grant, Herbert Doubleday, Cyril Fraser, Stephen Studley, Earl Kline, Hardy Gates, Roy Bissett and Thomas Low. Each of these drivers has 15, 16 or 17 years of accident free driving. (HS-77408)



TO BE A WREN

CRISPLY PRESSED uniforms of navy blue replaced civilian attire for 26 wrens recruits at *Cornwallis* last autumn.

From all parts of Canada 26 girls entered the beige gates of HMCS *Cornwallis* to begin a nine-week training program which would turn them out as wrens in the Royal Canadian Navy.

Transported from Montreal to Digby, N.S., by train and ferry, then to *Cornwallis* by service bus, the 26 girls entered their new world when they stepped into the Conestoga Block living quarters which would be their new home for the nine-week training period. CPO Phyllis Bayley, a soft-spoken woman who would be their instructor, counsellor and mother for the nine weeks ahead, greeted them at the door.

Their first week is the most hectic of their entire stay at *Cornwallis*, for they must learn a new language and new customs and acquire a speed in doing things which would make any working girl's head spin. Speed is the most difficult thing to develop, according to most of the girls.

In the first week and a half they took numerous tests and examinations. They hurried through a schedule which left most of them gasping for breath. They received preliminary kit issue, medical and dental checks, inoculations and three days of personal selective tests to help them choose the job best suited for them.

During this period they were given indoctrination lectures, initial parade training and had their identity photos

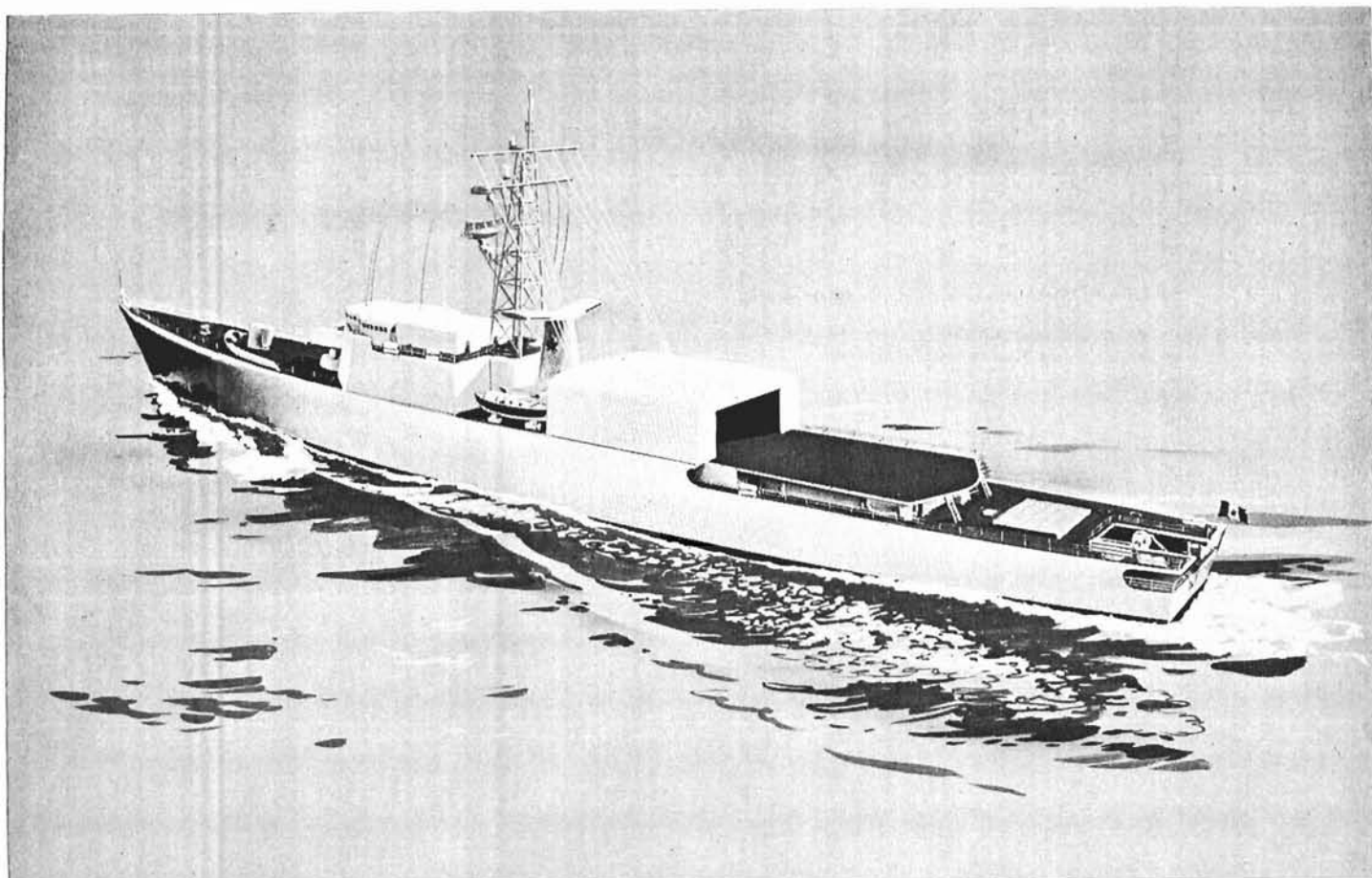
taken. Their evenings were taken up with preparing their uniform clothing for wear and the marking of kit items. During the first few weeks, spare time was non-existent and sound sleep at night was usually assured, for the work load initially is heavy.

Up at 6:30 every morning, they had 20 minutes to wash, get dressed, make their beds and clean their quarters before going down to the galley where the morning meal was served. After breakfast, they attended morning divisions—the daily parade for all new entries at *Cornwallis*, then it was off to classes for the rest of the day, where the new wrens were taught seamanship, naval traditions and customs, naval language and terminology.

The new wrens followed a rough daily schedule of training, lectures, tests and drills until 4 pm and then came sports until 4.45, when they had their supper, after which continued the never-ending task of washing, pressing and shining.

When the wren becomes accustomed to the pace of life at *Cornwallis*, a limited amount of free time becomes available. When such time can be found, *Cornwallis* has a recreation centre, library, movie theatre, snack bar and lounge where all new entries, both men and women, can relax.

New training, new language, new customs all fall into place under the eyes of the *Cornwallis* instructors. The girls have nine weeks to learn—nine weeks to become wrens of the Royal Canadian Navy.



This is an artist's idea of what the new helicopter-carrying destroyers (DDH), four of which will be built for the Royal Canadian Navy, will look like. Particulars of the ship are given in the accompanying article. (CN-6875)

THE NEW SHIPS

Why won't the new helicopter-destroyers planned for the Royal Canadian Navy be made to go as fast as nuclear submarines?

How much will the new operational support ships add to the efficiency of the fleet?

Now that "teething troubles" have been taken care of, how is HMCS Provider working out operationally?

THESE AND OTHER questions were anticipated and answered in a presentation to the Parliamentary Special Committee on Defence by Commodore J. A. Charles, Director General of Force Development, and Commodore S. M. Davis, Director General Ships, on March 25. The presentation dealt with the program for the construction and conversion of ships for Canada's maritime forces.

"Taking into account a normal ship life of 20 to 25 years, it is clear that of our present force only the carrier, 20 destroyer escorts and three submarines will be in operational service in the early 1970s," said Commodore

Charles. "During the life span of these ships there will be continuous technological advances in the weapons of war of all nations. To maintain our present effectiveness against submarines of the future and provide defence against surface and air attacks which can be expected during this period our ships will have to be kept up to date with the most effective fighting equipment that is available."

Included in the five-year equipment program of the Canadian Forces is the plan to build four helicopter carrying destroyers (DDH), a conversion program to improve the ASW capability of the seven Restigouche class destroyer

escorts, which are to be fitted with the long-range, quick reaction anti-submarine rocket weapon known as "Asroc" and a major refit for the aircraft carrier *Bonaventure*.

The primary tasks of the DDH type ship will be hunting submarines and the class will be equipped with the most up-to-date active sonar detection equipment available. This will include the RCN's newly designed integrated variable depth sonar (VDS) and the hull-mounted 505 sonar, plus equipment which will give greatly improved underwater listening capability by monitoring sonobuoys dropped from the ship, helicopter or aircraft. Following are the proposed characteristics of the ship:

Displacement:	3,800 tons, full load
Dimensions:	398' x 48' x 14'
Guns:	Single 5" gun, LA (provision is being made for future fitting of a short-range anti-aircraft missile).

A/S Weapons: 1 triple-barrelled mortar Mark X VDS and conventional sonar 2 twin tubes for homing torpedoes.

Machinery: Geared turbines, two shafts; SHP—30,000 = 27 knots.

Range: 4,500 miles at economical speed.

Helicopters: 1 CHSS-2; landing deck equipped with double hauldown and beartrap.

Stabilizers: Flume type anti-rolling tanks to stabilize ship at low speed.

NBCD: Pre-wetting system to counter radio-active fallout; enclosed citadel; bridge control of machinery; automatic combustion control in boilers.

"The question may be asked why we do not make our ASW destroyers go as fast as nuclear submarines," Commodore Charles said in his presentation. "Nuclear submarines are capable of running up to 35 knots. You will appreciate the problem of doing this in a destroyer in the North Atlantic in the winter.

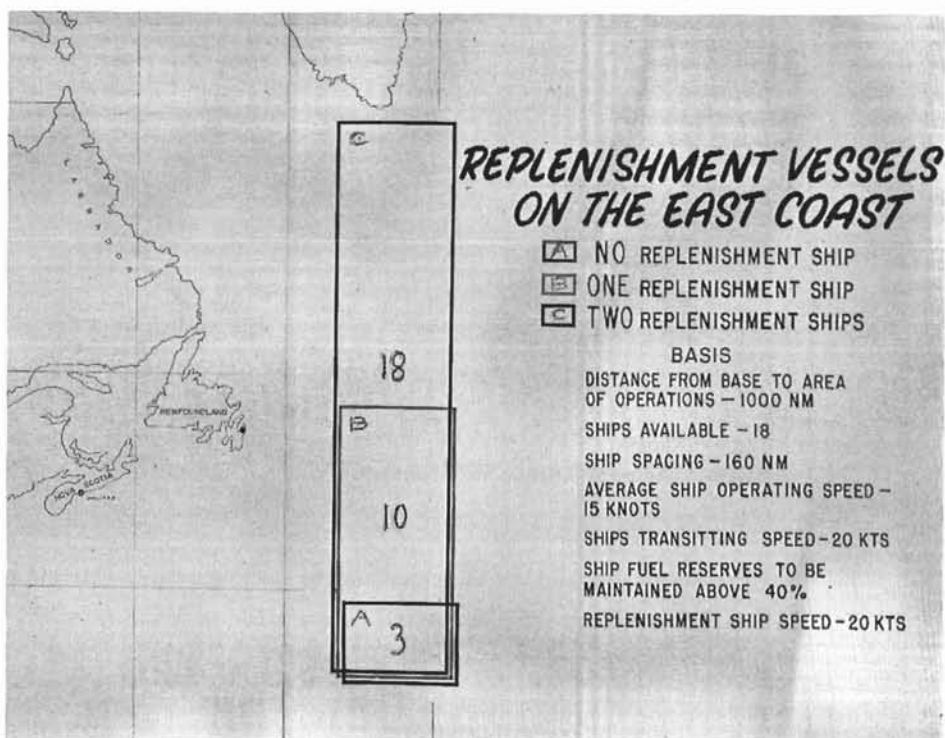
"With a helicopter in a 27-knot ship, we are satisfied that it will be possible for the destroyer to maintain contact with a 25-knot submarine which continues to move at high speed for a period of up to 10 hours, unassisted by outside forces. This would give plenty of time to call in additional assistance if the tasks are simply to track the submarine, or to carry out effective attacks in event of hostilities.

"It may be worth mentioning here that the last thing nuclear-submarine commanders are likely to do is rush along at 35 knots in a tactical situation for any extended period. At any speed over 20 knots they are detectable at extremely long ranges, and, moreover, are blinded by the noise they generate into their own detection equipment. A blind and noisy submarine is a very vulnerable target to any type of ASW force."

How do support ships improve operational ASW ability? Commodore Charles dealt with this in his discussion of the two operational support ships to be built for the RCN.

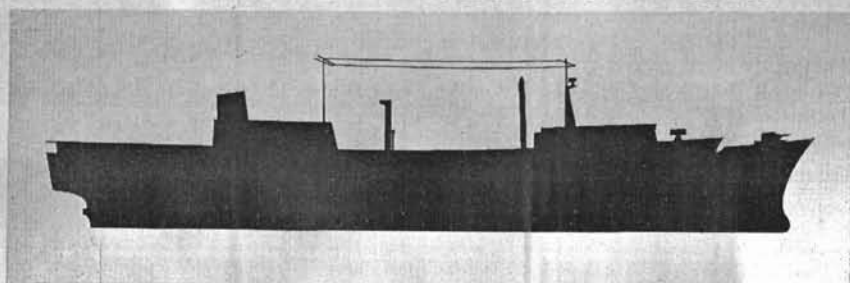
The limiting factor in the time anti-submarine forces can maintain patrol in a surveillance area is the fuel available. Taking the hypothetical case shown in the accompanying chart of 18 ships on patrol 1,000 miles from Halifax, it will be seen that, because of transit time involved and with no on-station refuelling capability available, only three ships can be maintained constantly on patrol and these would give ASW surveillance of the area enclosed in rectangle "A".

If one operational support ship is available for sea refuelling, the number



The effectiveness of operational support ships in keeping warships at sea is illustrated in this chart. See accompanying text for fuller explanation.

OPERATIONAL SUPPORT SHIP



REPLENISHMENT ROLE		MILITARY SEA-LIFT ROLE (TYPICAL)	
PETROLEUM PRODUCTS		ARMY HELICOPTERS	2
FURNACE FUEL OIL	- 11,000 TONS	ARMED PERS CARRIERS	12
DIESEL OIL	- 450 TONS	SCOUT CARS	23
AVIATION FUEL	- 760 TONS	TRUCKS 2½ TON	8
LUBRICATING OILS	- 30 TONS	" ¾ "	7
AMMUNITION	- 315 TONS	" ¼ "	36
REPLACEMENT HELICOPTERS	- 3 CHSS 2	TRAILERS 1½ "	1
STORES	537 TONS	" ¾ "	4
PROVISIONS	403 TONS	" ¼ "	82

As will be evident from the silhouette above, the proposed operational support ships have a superstructure considerably modified from that of the Provider, although below decks the type of construction will be much the same.

of ships on station would increase to 10 and the area covered would be that enclosed in rectangle "B".

If two operational support ships are available, 18 ships can be maintained constantly and cover the area within rectangle "C" since one of the support

ships can leave station for new supplies of fuel and food.

One operational support ship based in Esquimalt could maintain the ASW ships at present allocated to the Pacific Command constantly on anti-submarine patrol in Canada's area of responsibility.

To make the maximum use of operational ASW forces, the Royal Canadian Navy requires three operational support ships, of which one is already in existence in HMCS *Provider*.

Included in the design of the new operational support ships are arrangements to embark, transport and unload military equipment and stores needed by a Canadian military force such as the Special Service Force.

This class of ship could carry up to 200 vehicles, depending on the type to be transported, in addition to a considerable tonnage of fuel, ammunition and stores. Such a ship would also provide a self-contained Canadian supply base and medical facility for troops ashore in areas where such services are not available.

So that the ships will have self-protection against small surface craft and air attack, it is intended to fit a 3" gun and to provide for the eventual fitting of the same type of missile system that will be fitted in the new DDHs.

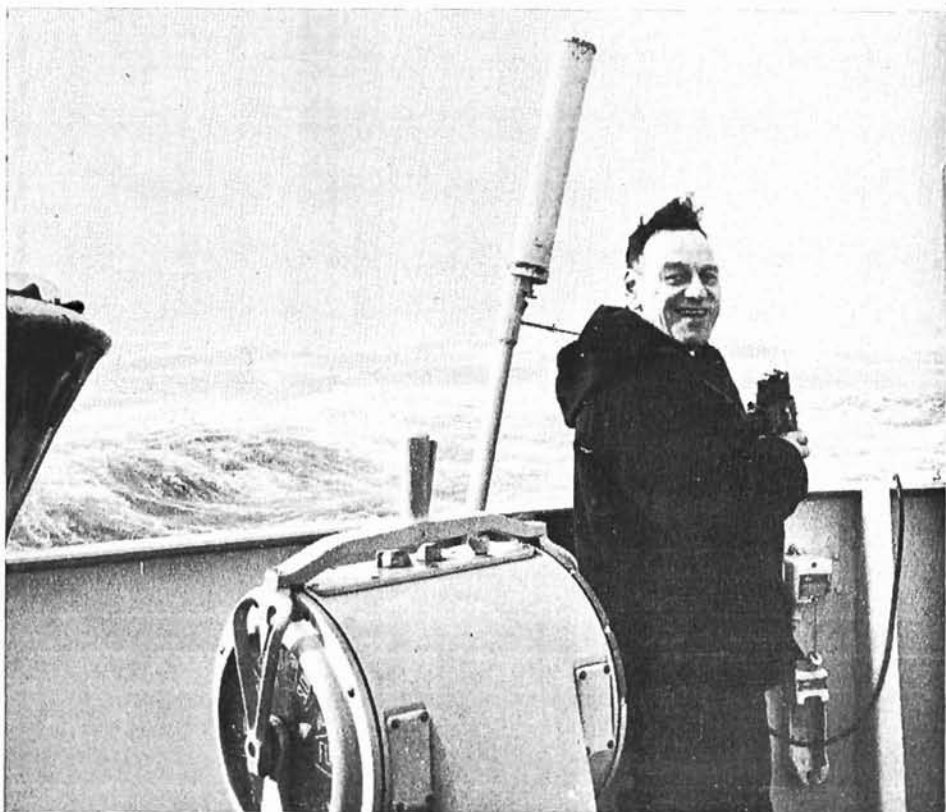
How such a supply ship functions was observed first-hand by Commodore Davis, who described his experience to the committee.

"We have indeed had technical difficulties with the *Provider*," he said, "but these were, in large measure, a reflection of the demanding tasks we have set ourselves. There are very few fleet replenishment vessels in any navy which attempt the demanding and varied replenishment tasks of the *Provider* in such a relatively small vessel. It was, therefore, by no means surprising that we should have a number of technical problems to resolve in ensuring that the equipment, and the men who operate it, meet the exacting standards we are seeking . . .

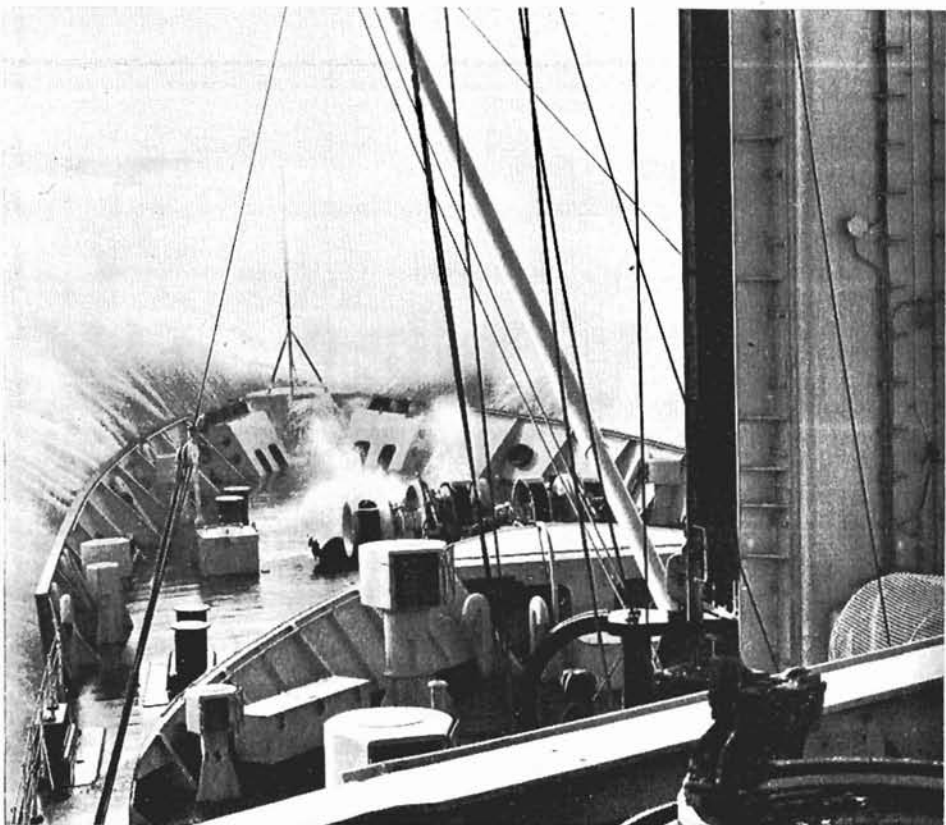
"I was fortunate to be at sea in the *Provider* during early December in one of the worst Atlantic storms of this century. She behaved splendidly and, shortly after this, still in adverse conditions, refuelled two DDEs simultaneously while proceeding at 18 knots in pouring rain and, ultimately, in darkness. This brings an encouraging sense of achievement."

(The storm to which Commodore Davis referred was encountered by the *Provider* after she had put to sea on Dec. 1, 1964, from Saint John, N.B., where she had undergone alterations to her stern to reduce vibration. As she proceeded out of the Bay of Fundy to the open Atlantic, the barometer reading plunged downward and the weather rapidly deteriorated, with rising winds and seas.

(The wind veered from southwest to west. There was a brief calm and then



Hurricane-force winds buffeted HMCS *Provider* last December but the big operational support ship "behaved" splendidly, in the words of Commodore S. M. Davis, Director General Ships, who was on board and whose picture was taken by Captain T. C. Pullen, then commanding officer of the ship, at the height of the storm.



The *Provider* "hit a milestone" during last December's storm. A few hours later, when the storm had not fully abated, she was steaming along at 18 knots refuelling two destroyer escorts in pouring rain and for part of the time in darkness.



HMCS Provider fuels the aircraft carrier Bonaventure and the ocean escort Cap de la Madeleine. (BN-5523)

the wind struck with a roar, reaching 70 to 80 knots, with gusts to 90.

(Captain T. C. Pullen, then commanding officer of the *Provider*, reported that the ship, running before the storm, rode comfortably, although steering was a challenge. The storm did not abate until the next day.)

Commodore Davis said the operational support ships would be generally similar to the *Provider* below the main deck, but with appreciable changes to

the superstructure, particularly in regard to the provision of additional accommodation and space for army vehicles and equipment.

"We feel that we can cope adequately with the replenishment activities by using four stations in the new ships, instead of the six in the *Provider* and, as you have heard, this will enable us to fit some armament forward in recognition of the Army support role," Commodore Davis said.

The cost of the five-year program was broken down as follows:

DDH program (four ships)	\$142,000,000
Restigouche conversion (seven ships)	65,000,000
Operation Support Ships (two ships)	36,000,000
<i>Bonaventure</i> improvement and refit	8,000,000

It was pointed out that the overall value of Canadian content in this total program would be about 85 per cent.



SHIPBUILDERS BRIEFED

INTEGRATION has attracted most of the headlines and attention, but changes in the Department of National Defence have extended in other directions as well.

There is, for example, the five-year equipment program for the armed forces announced last December by the Minister and Associate Minister. This was the first time a government had committed itself to such a comprehensive, long-range defence program. It was the first time such a program had been so finely tailored to declared defence policy.

Another significant innovation was the briefing given a month later to members of the Canadian Shipbuilding and Ship Repairing Association on the Navy's new construction, conversion and refit programs.

The briefing panel consisted of Defence Minister Paul Hellyer; Rear-Admiral R. P. Welland, Deputy Chief of Operational Readiness; Commodore S. M. Davis, Director General Ships, and J. C. Rutledge, Director Shipbuilding and Heavy Equipment Branch, Departments of Defence Production and Industry.

The presentation was attended by 15 members of the association, from the west coast, the east coast, the St. Lawrence and the Great Lakes.

The purpose of the briefing, as stated in Mr. Hellyer's letter of invitation, was to flesh out the bare details of the naval portion of the new procurement program and give the shipbuilders a clear picture of what was entailed.

The session included a question period that lasted almost as long as the formal presentation. The question period proved valuable, in that it enabled the shipbuilders to clarify a number of points and elicit additional information

of particular and general interest.

The briefing consisted, in summary, of:

- a listing of the ships planned for construction and conversion and the capabilities it is planned to build into them.
- construction and conversion schedules.
- planned expenditures on new construction and conversions.
- refit schedules for existing ships, east and west.

Out of the briefing came these points (not necessarily in the order of their importance):

- The five-year construction and conversion program will involve an estimated expenditure of \$258 million.
- This is \$8.6 million, or 4 per cent, more than was spent in the past five years.
- Of the total amount, less than half probably will be for building contracts with the shipyards. The rest will go to other industries for machinery, gearing, weapons, radars, sonars and the hundreds of other items it takes to turn out a finished ship.
- The introduction of new and improved weapons systems (including sonars, helicopters, Asroc, torpedoes and other equipment) will increase very substantially the RCN's anti-submarine capability.
- It is estimated 80 per cent of the \$258 million will be spent in Canada.
- Work studies are being carried out in ships now in service, to determine where and how general arrangements and accommodation can be improved.

- Automation will be introduced to a marked degree in new ships. Benefits will include direct bridge control of machinery and a reduction in engineroom staffs.
- The generation of ships succeeding this program is likely to be vastly different in design, machinery and other respects from those ships now in existence or in the advanced design stage.
- Between 1957 and 1965 Canadian shipyards did an average of \$42 million in government business a year. Of this, about 60 per cent was on defence contracts.
- In the six years 1965-70, government business in shipyards for all departments is expected to be at the rate of \$65 million a year. Defence contracts will absorb about 40 per cent of this total.

As was made clear, this was a technical briefing only and there was no discussion of methods of tendering for and awarding of contracts. This will be dealt with by Defence Production Minister C. M. Drury at a briefing planned for later this year.

Speaking for the builders, J. W. Hudson, president of the association, thanked Mr. Hellyer for calling the briefing and expressed appreciation to the minister and other members of the panel for the valuable information provided.

Mr. Hudson termed the briefing an unqualified success. It had given the shipbuilders for the first time a clear picture of what was planned, and why. The department had taken the builders into its confidence as never before. They in turn would be better prepared to do their part when the time came.

MILITARY TATTOO FOR CENTENNIAL

The Canadian Government has approved a joint submission by Secretary of State Maurice Lamontagne and Associate Minister of National Defence Léo Cadieux stating that a large scale military tattoo will be the major contribution by the Armed Forces in Canada's Centennial Celebrations in 1967.

Starting in April 1967 and touring for five months, the Canadian Armed

Forces Tattoo will play to Canadians from coast to coast. The military spectacle will vary in size from 150 to 1,400 officers and men. It will perform both indoors and outdoors and will be one of the feature attractions at EXPO 67 in Montreal and the Canadian National Exhibition in Toronto. Specific playing dates for the tour will be announced as soon as possible.

The Department of National Defence and the Centennial Commission will work in close association on the tattoo

project which will depict by pageantry and music the development of Canada's Armed Forces from the earliest times to the present day.

Although the tattoo will be the major undertaking by the Armed Forces, the department will also make its personnel, equipment, administrative and logistic experience available to assist centennial organizations in 1967. Parades, band concerts, displays and ceremonials are some of the contributions which will be made in addition to the tattoo.

TRAGEDY IN LASALLE - -



Sailors from HMCS Hochelaga, naval firefighters and civilian employees from the Navy Supply Depot worked amid scenes of horror after an explosion destroyed an apartment block in LaSalle, Que., where the naval establishment is located. In the top scene sailors are shown combing the rubble for possible survivors and, below, bodies are being handed up from the basement into which the building collapsed. (ML-15278; ML-15266)

HOW THE NAVY LENT A HAND

NAVAL and civilian personnel from HMCS *Hochelaga* were swiftly on hand to lend every possible assistance when an explosion destroyed a three-storey apartment block in LaSalle, Que., on March 15, with the loss of 28 lives, among them 15 children. Thirty other persons were hospitalized.

"It is felt that the early arrival of the RCN was of immeasurable value," said Commodore M. J. A. T. Jette, Senior Naval Officer, River St. Lawrence Area, in a preliminary report. "They rescued 20 to 25 people, mostly children, from the wreckage at a time when delay could have been fatal."

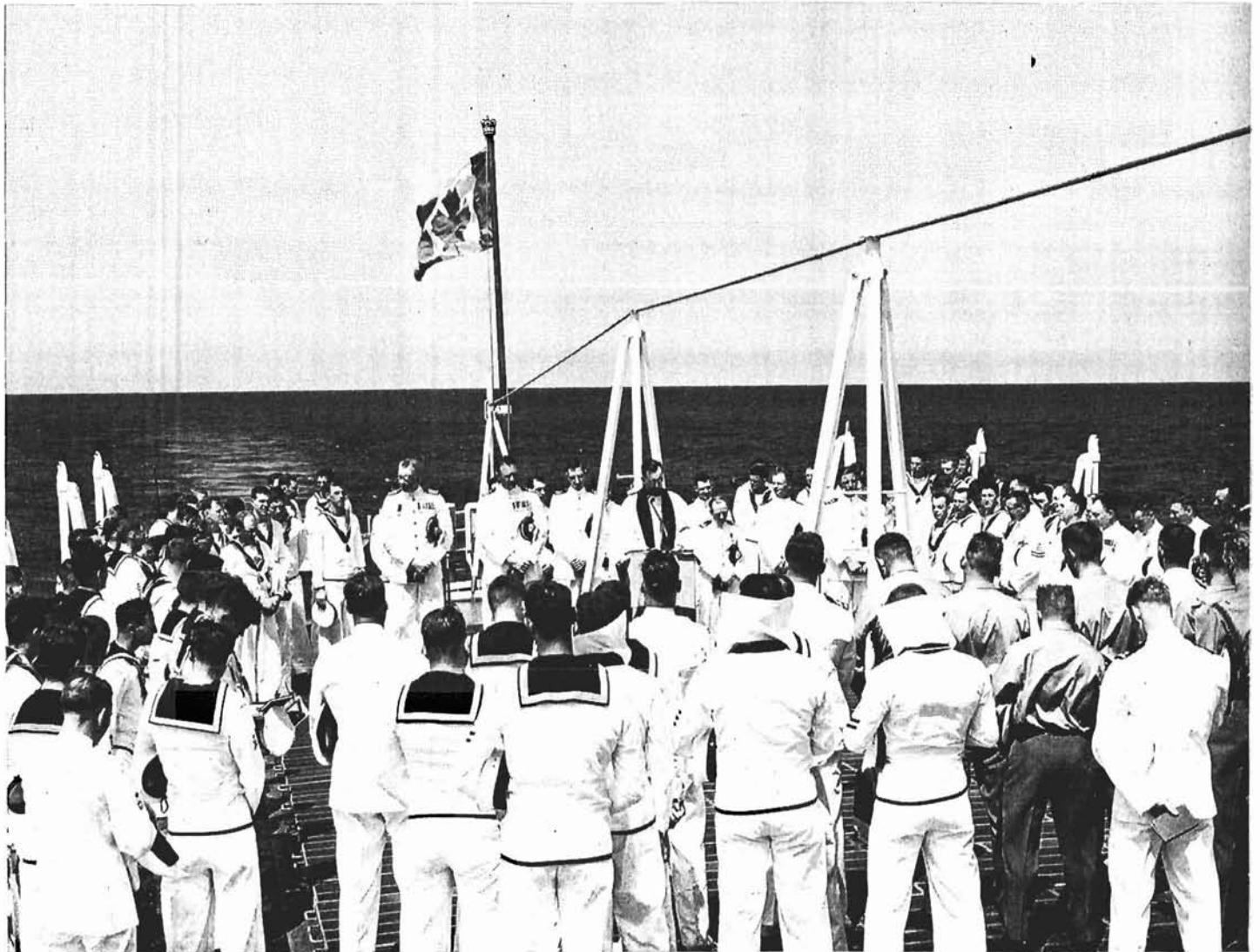
The explosion occurred at 8.12 am and was heard throughout the LaSalle area, where *Hochelaga* is located. The naval fire engine was dispatched almost immediately in answer to a call from the LaSalle fire department.

Minutes later the naval fire chief appealed for help and before 8.30 am a bus left for the scene with 22 seamen. Not many more minutes had passed before *Hochelaga* and the Naval Supply Depot had sent other contingents, composed of more than 200 sailors and 15 civilian employees, who worked under the control of naval officers side by side with civil defence workers and other volunteer helpers.

As time passed, the duties of naval helpers broadened to include crowd and vehicular traffic control and the security of adjoining buildings to prevent looting. By 3 pm large civil defence groups were on the scene and most naval personnel withdrew.

However, an officer and 30 men remained on duty, relieved at two-hour intervals, until the day following the explosion.

The sailors had to work in a jumbled mass of debris, the apartment block having simply collapsed into the basement following the explosion. It was not certain that further explosions might not occur.



With caps off and heads bowed, officers and men of HMCS *Yukon* participate in prayers during the ceremony which saw lowering of White Ensign and hoisting of Canada's new maple leaf flag on Feb. 15. The destroyer escort and the ocean escorts *Sussexvale* and *New Glasgow* were in California waters at the time, in the early stages of a 10-week training cruise to Central America. (E-79657)

INTEGRATION AT THE TOP

The accompanying article on integration of defence functions at Canadian Forces Headquarters was prepared by Squadron Leader A. T. Paton, until recently editor of Roundel, the RCAF's magazine, for publication in Roundel, The Crowsnest and The Canadian Army Journal.

IF THE BOSS phones while I'm gone, be sure to get his name," is just one of several quips originated by officers and men in the throes of integration at Canadian Forces Headquarters.

Both organizationally and physically, CFHQ has undergone a series of changes in recent months. Now the dust is beginning to settle in the conglomeration of buildings at Cartier Square, Dow's Lake, Victoria Island and other national defence locations in Ottawa. Nine months after the reorganization was authorized by the passage of Bill C-90 in Parliament, integration at the top is well underway and should be virtually completed by this summer. Navy, army and air force personnel work together on common problems—not the least of which is making the new machinery run effectively.

Meantime, plans are being drawn up for the integration of commands, which will permit considerable additional financial savings while improving the efficiency of field units. The proposed welding of command structures is designed to thin out non-operational or support elements—not the operational forces themselves.

"While it is difficult to predict the time cycle required for the whole process," observed Defence Minister Paul Hellyer in the House of Commons, "It is anticipated that the major elements of integration can take place and the most important savings be effected within three years."

As the reorganization of Canada's defence force evolves, new methods are being developed and new policies established, the object being to take the best from the several systems previously in operation and apply them as a whole. In the case of logistics, for example, this will mean combining the existing automated system of the RCAF and the manual systems of the three services into a new highly automated system, to handle the whole gamut of the supply operation.

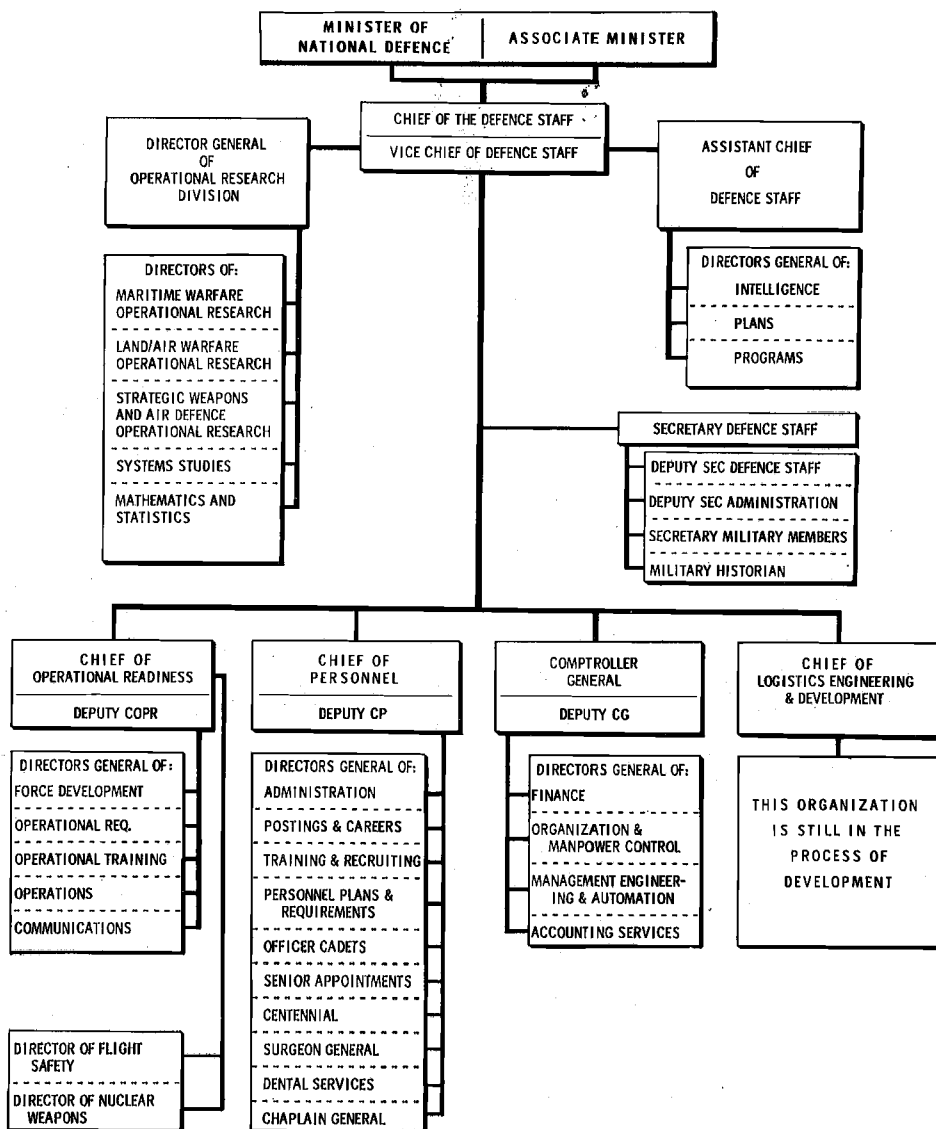
So far, with a few exceptions (such as public information services), this process has been confined to the Ottawa scene. Here, by the creation of the functional organization depicted in the accompanying chart and the consequent

elimination of duplication, a reduction in manpower of approximately 30 per cent (all ranks) is being achieved.

Over and above the organization depicted in the chart, is the Cabinet Committee on External Affairs and Defence, of which the Prime Minister is chairman. This is the senior civilian policy-making group that gives direction to Canada's defence department. Its vice-chairmen are the Secretary of State for External Affairs and the Minister of National Defence, and its members are all of cabinet rank. Within the Department of National Defence itself the

CANADIAN FORCES HEADQUARTERS

(This Chart is subject to change)



highest such body is the Defence Council.

Replacing the three-service hierarchy formerly existing at National Defence Headquarters is a single senior group consisting of six military members to assist Air Chief Marshal Frank Miller, Chief of Defence Staff, in making decisions on matters of military policy, major programs, broad courses of action and control of major activities.

These members, whose specific areas of responsibility are detailed in the chart, are: Lieutenant-General Geoffrey Walsh, Vice-Chief of Defence Staff; Lieutenant-General Jean Victor Allard, Chief of Operational Readiness; Vice-Admiral K. L. Dyer, Chief of Personnel; Air Marshal Clare L. Annis, Chief of Logistics, Engineering and Development; Lieutenant-General Robert W. Moncel, Comptroller General, and Air Vice-Marshal Wilfred Bean, Assistant Chief of the Defence Staff.

This Defence Staff meets regularly to provide the major policy guidance which the CFHQ functional branches or field commands need to discharge their responsibilities. Sponsorship of items dealt with in their meeting may come from above or below. For instance an item under discussion could be a direction from the minister to carry out a particular action, or it could be a matter brought up by one of the military members from his branch. If the subject requires concurrence or direction from a higher authority it is referred up either to the Defence Council or the minister.

Responsibility for ensuring that current projects progress to completion in a specific manner and that problems affecting more than one branch are reconciled quickly rests with the Vice-Chief of the Defence Staff, who performs a vital co-ordination function in the implementation process.

The Defence Staff Secretariat, headed by Brigadier R. L. Purves, and coming directly under the CDS, formulates and co-ordinates the administrative processes, ensuring that the CFHQ machinery doesn't get clogged in red tape. The Secretariat is responsible for the collection and distribution of information to and from the above-mentioned committees and the pertinent functional branches, and monitors follow-up action on policy decisions.

When the new organization was set up last summer, CFHQ was still functioning at the lower levels under the separate services organization. The task was to mobilize the newly-integrated branches to take over as quickly and smoothly as possible their assigned tri-service roles, ensuring that the head-

quarters continued to function day by day. Naturally, numerous large and small problems confronted those charged with moulding the "new look" (for instance, it was discovered that navy, army and air force each had a different definition for the word "program"). Happily, many obstacles which seemed difficult to surmount six months ago have miraculously disappeared as integrated staffs got to know each other better.

Some functions were more easily brought together than others and thus the changeover from the old to the new organization has not been at a constant rate. For example, special problems pertaining to the logistics and engineering branch still exist, making progress in this area slower than it has been in the integration of the other branches.

The evolution process may best be described by citing one particular branch (Personnel) which affects the service lives of everyone in uniform. Last August when Vice-Admiral Dyer became Chief of Personnel, there already existed in Ottawa a Chief of Naval Personnel, Adjutant-General and Air Member for Personnel—each with staffs whose functions more or less ran parallel. These included personnel policy and administration, manning, postings and careers, chaplaincy services, training and welfare. Some areas were not common to all three. For instance, naval and air force individual training came under the CNP and AMP respectively, whereas all army training was under the Vice-Chief of the General Staff.

Today the integrated personnel branch is organized and operating. As in all branches, the directors general are at the brigadier or equivalent rank level. Below the DGs come directors, who are of colonel rank, and sections heads of

lieutenant-colonel level. (For the sake of uniformity, army nomenclature is used throughout in referring to CFHQ establishments and organization charts. In every case, this means "or equivalent" navy and air force rank. A comparison of service ranks and insignia appears in this issue.)

When the process of integration is completed, the total personnel establishment at CFHQ will be 70 per cent of the previous establishment. The reduction will be made mainly by not replacing those who reach retirement age or are retired for medical reasons. For a few, however, it means premature retirement and an earlier-than-expected return to civilian life. Those prematurely retired receive a cash gratuity and normal retirement benefits.

Despite the reduction, the services still need large numbers of recruits. Because the structure of the armed forces is being changed, a small percentage of men must be released before retirement age to give the reorganized forces the right balance in rank and trade structure, and to allow a healthy rate of promotion. But because over the next two years some 24,000 men will leave the service—the vast majority on reaching age limit—the services will need to enlist approximately 9,000 young men each year. That's why there has been no let-up in recruiting.

To quote from the *White Paper on Defence* published in March 1964:

"The total savings to be effected as a result of such reductions will make available funds for capital equipment purchases, and eventually make possible more equitable distribution of the defence dollar between equipment and housekeeping costs."

The first large step towards achieving this aim has been taken.



The Canadian Armed Forces Recruiting Centre in London, Ontario, the city's first example of Canadian Forces integration, was officially opened on Dec. 15, 1964. A red, white and blue ribbon was cut in a brief ceremony by Group Captain C. R. Knowles, Director of Recruiting for the Canadian Forces. The Recruiting Centre is staffed by representatives of the three services. They are Lt. W. H. Aveling (Navy), Lt. R. Salisbury (Army), and Flt. Lt. J. Allingham (Air Force). Attending the opening were Brig. W. S. Murdock, Commanding Officer, Western Ontario, and Lt.-Cdr. W. J. Pearce, of Ottawa, naval member of the director's recruiting staff.

ABOUT RANKS

MEMBERS of the Canadian Forces are working more closely together than ever before. Hence a general knowledge of the workings of the other branches becomes of increasing importance. In this regard, knowing relative ranks and insignia is elementary, but it is not exactly straightforward.

For instance, a sailor may feel superior in the knowledge that "captain" can be a position (the commanding officer of a ship or naval establishment) or a rank three steps above the army rank of the same name and that the naval rank is on an even keel with the air force's group captain. He is familiar with such terms as captain of "B" gun or the maintop and he will also know that a naval lieutenant is at the same level of rank as an army captain.

What may bother him, however, is that, while a major is senior to an army lieutenant, a lieutenant general is senior to a major general. This goes back to the days when the king was the commander-in-chief of the army. The cavalry—the elite corps of those days—was composed of the mounted knights and lords, commanded by a lofty personage, perhaps a prince or duke, who was known as the lieutenant (i.e. assistant) general, while the foot soldiers, commoners all, were commanded by a sergeant-major general. Somewhere along the line the "sergeant" part of the title was dropped. And in modern times the Canadian Army has dropped the term "sergeant-major" to describe a rank, although retaining it to indicate a position held by a WO2. Similarly a WO1 (warrant officer, first class) may be referred to in certain circumstances as a "regimental sergeant-major", although the RSM has also disappeared from the rank structure.

It is to be noted that able seaman has no rank badge, although his opposite numbers in the other services, lance corporal and leading aircraftman, do. Soldiers and airmen will have to get used to the fact that the chevrons on a sailor's sleeve do not indicate rank but are, rather, good conduct badges. It is also worth remembering that there is no "s" in "aircraftman", the word deriving from aircraft rather than craftsman.

The Air Force, in general, follows the Army pattern for "other ranks" and the Navy pattern for officers. Even where

names of equivalent ranks closely correspond, however, there may be differences. For instance, a commander in the Navy is a "brass hat", with a row of oak leaves on the peak of his cap. In the Air Force, the oak leaves are for group captain and above.

The "vices" and "rears" in the sea and air services are a bit bothersome. Thus a rear-admiral is the equivalent of an air vice-marshal, and a vice-admiral corresponds to an air marshal.

In the accompanying chart it will be noticed that shoulder boards are not shown for the Air Force, although they are worn with certain types of uniform and on greatcoats. This is because the sleeve insignia is repeated on shoulder

boards for all ranks of officers, which is not the case with rear-admiral and above in the Navy.

Other terms of rank which do not appear on the chart will be encountered from time to time. For instance, a bombardier is a corporal in the artillery, while sapper, gunner and craftsman are other army terms for the rank of private.

The ranks form just a small part of the military vocabulary. Members of the Canadian Forces will find themselves embroiled for a time in a welter of unfamiliar terms which should eventually simmer down into a wider sympathy for and comprehension of the strange ways of the other services.

OFFICERS' RANK INSIGNIA

NAVY

Acting Sub Lieutenant

SUBLT or COMD OFF

Lieutenant

Lieutenant Commander

Commander

Captain

Commodore

Rear Admiral

Vice Admiral

Admiral

Admiral of the Fleet

ARMY

Second Lieutenant

Lieutenant

Captain

Major

Lieut. Colonel

Colonel

Brigadier

Major General

Lieutenant General

General

Field Marshal

AIR FORCE

Pilot Officer

Flying Officer

Flight Lieutenant

Squadron Leader

Wing Commander

Group Captain

Air Commodore

Air Vice Marshal

Air Marshal

Air Chief Marshal

Marshal of the RCAF

OTHER RANKS

CADETS

NAVY

Able Seaman (no badge)

Leading Seaman

Petty Officer 2nd Class

Petty Officer 1st Class

Chief PO 2nd Class

Chief PO 1st Class

Naval Cadet

ARMY

Lance Corporal

Corporal

Sergeant

Staff Sergeant

Warrant Officer Class II

Warrant Officer Class I

Officer Cadet

AIR FORCE

Leading Aircraftman

Corporal

Sergeant

Flight Sergeant

Warrant Officer Class II

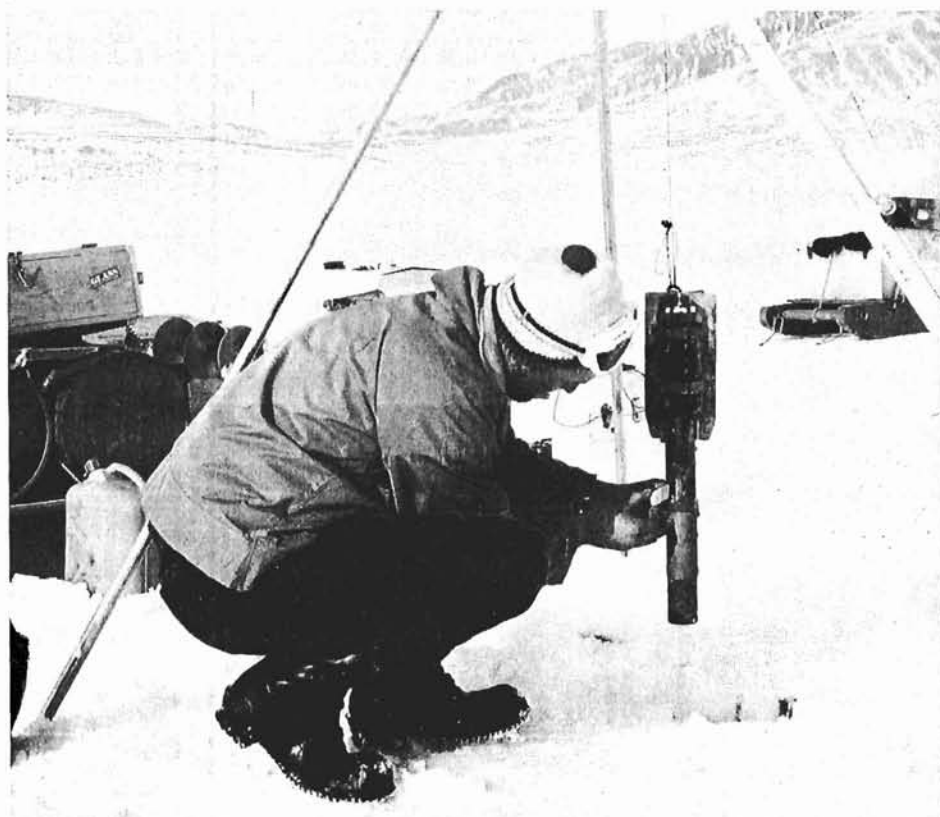
Warrant Officer Class I

Officer Cadet



A member of Dr. Geoffrey Hattersley-Smith's party, with stores and equipment loaded on sleds, prepares to move to a new position in the Nansen Sound area for further scientific data.

ARCTIC OCEANOGRAPHY



A bathythermograph slide is inserted before recording water temperature at varying depths. In the background is Vanhauven Pass, a valley which links Otto and Hare Fiords off Nansen Sound.

BECAUSE few reconnaissance surveys have been made of the waters of the Canadian Arctic Archipelago, oceanographic knowledge about this vast area is somewhat limited. Many of the seas and passages remain oceanographically unexplored, and observations at regular intervals have hardly begun anywhere within this region.

To obtain needed information and to encourage a scientific investigation in the area, the Defence Research Board is engaged in promoting systematic studies in particular fields and, in fact, began a continuing series of geophysical and terrain studies in Northern Ellesmere Island in 1953.

These investigations were concentrated on the north coast of the island during that year and the following year, and were concerned mainly with the ice shelf, the source of floating ice islands from which valuable geophysical data on the Arctic Ocean have been obtained.

From 1957 to 1962, during and after the International Geophysical Year, geophysical studies carried out by Dr. Geoffrey Hattersley-Smith, of the Defence Research Board, and his associates were centered on Lake Hazen, the continent's northernmost large lake. The DRB has published a large number of

reports and papers analyzing the data obtained in meteorology, climatology, glaciology and allied fields.

Oceanographers point out that studies of the Archipelago's heat budget, for example, are important for the further development of ice forecasting, as well as for the practical application of bubbler or pump systems for maintaining open or semi-open pools of water. Reliable oceanographic data are necessary for planning anti-submarine defences and are especially important in relation to underwater or under-ice acoustic systems.

Since 1963, the DRB geophysical studies have been centered on Tanquary Fiord with new emphasis on oceanography. The Tanquary base camp, also established by Dr. Hattersley-Smith and his associates, is particularly well situated for air and sea support of the board's current, well-rounded geophysical program. Already it is adding significantly to the basic knowledge upon which Canada's defence capability in the Arctic must be founded.

In the Nansen Sound fiord system, at the head of which the base camp is situated, there existed only a single track of soundings up until 1962. After off-

loading material and supplies for the camp that year, however, the CCGS *John A. Macdonald* took oceanographic stations and made extensive track soundings in the area. During the following two years, DRB field parties established a total of 28 oceanographic stations over the length of the fiord system and its various arms, six stations off the Ward Hunt Ice Shelf and 26 at the head of Tanquary Fiord.

As a result of this concentrated activity, a general picture of the oceanography of the area of undoubted value to the Royal Canadian Navy has now emerged. The observations obtained represent an unusual and valuable foundation of time-series data which should be built upon in the future.

In oceanography, therefore, investigations are beginning to move from the reconnaissance phase and it is now possible to point to specific problems requiring more detailed study.

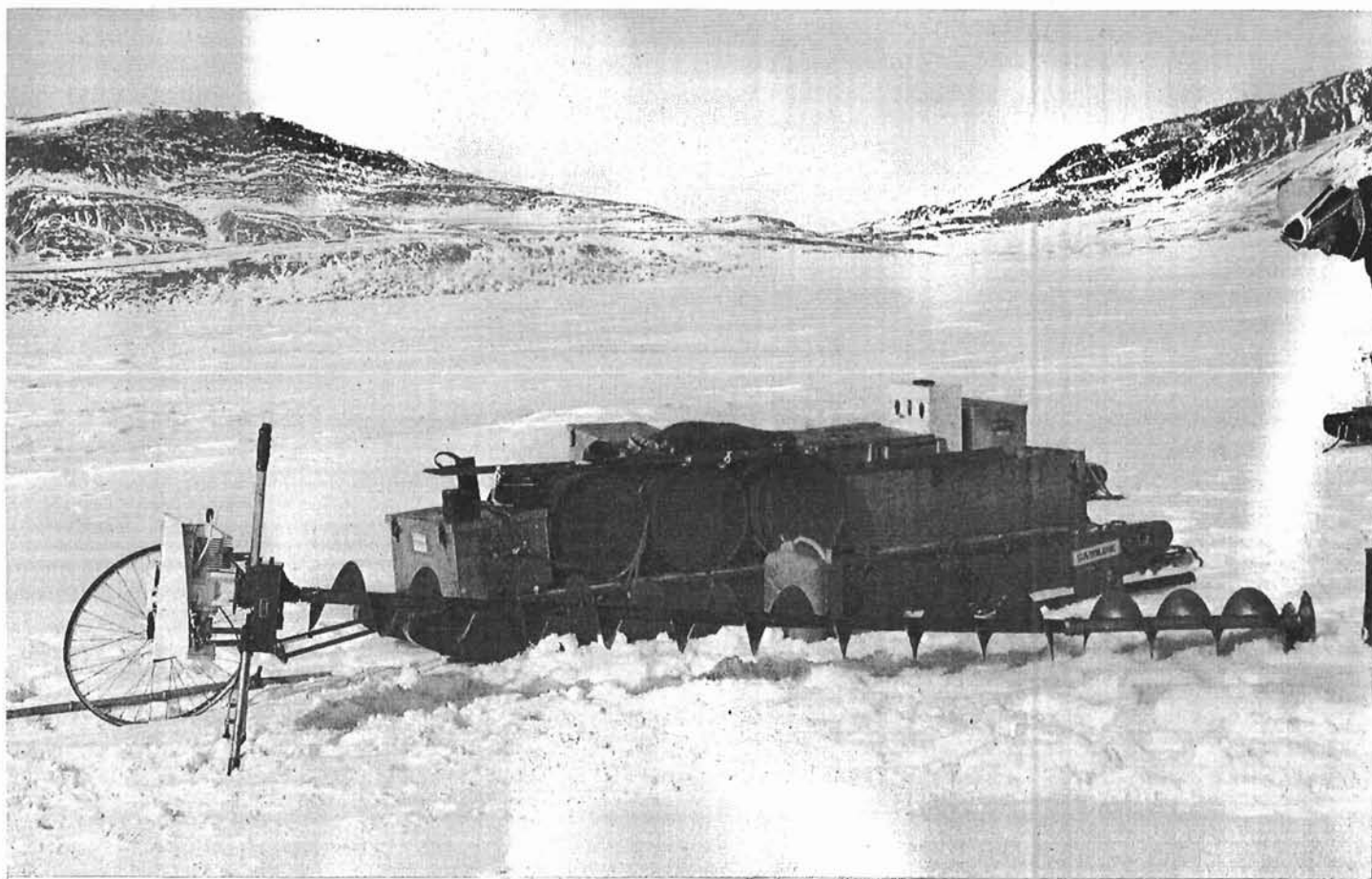
In sea ice, meteorological and glacier studies, sufficient background information was available at the start for the work to be concentrated on specific problems. In the sea-ice investigations detailed and refined measurements have been made of the heat exchange be-

tween the ocean and atmosphere through a cover of sea ice.

In meteorology, special emphasis has been placed on measurements of radiation and wind patterns, as well as on routine general observations.

In glacier research, in association with a National Research Council-supported group from the University of New Brunswick, three projects were undertaken. Field work was completed for the terrestrial and aerial photogrammetric mapping of the Otto Fiord glacier, which has made a remarkable five kilometre advance since 1950, with calving of many icebergs into the fiord. The third project involved measurements to determine the strain rate on the Ward Hunt Ice Shelf, the results of which may well have an important bearing on the mechanics of ice deformation.

All these scientific investigations in the Archipelago are providing increasingly useful defence information. Ultimately, the data obtained may well prove of commercial importance, if for example oil is proved in the area of Eureka and Nansen sounds and if methods are perfected to ship oil economically to markets.



An ice auger is unloaded preparatory to bathythermograph operations off Nansen Sound. The wheel-like odometer at the rear of the sled permits the exact measurement of distance travelled.

Corvette

By

E. C. Russell,

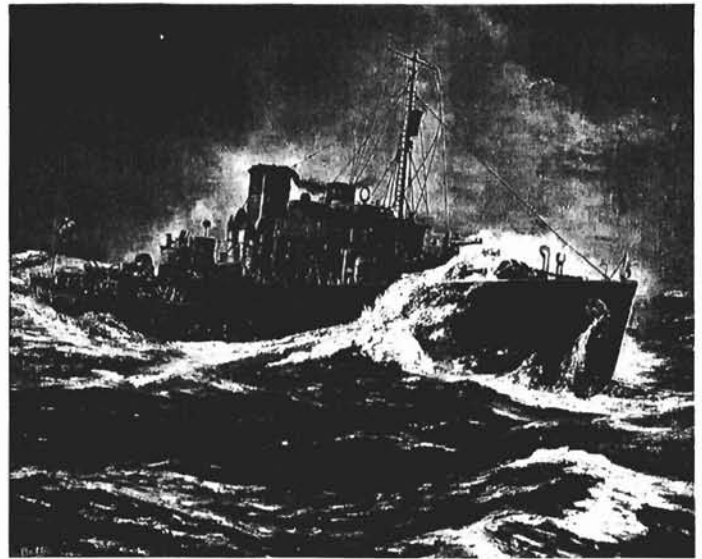
Naval Historian

During the Second World War, the Navy commissioned artists to record impressions of Canada's war at sea. The author's selection of works here presented shows how very well those artists caught a variety of moods in both the corvettes and the men who sailed in them.

With the exception of the Baillie picture, these photographs are of paintings and sketches in the War Records Collection of the National Gallery of Canada, Ottawa.

WHEN THE *Windflower* steamed into that "Eastern Canadian Port" on the last day of October 1940, Haligonians could be excused for thinking she was a displaced whaling ship from the Antarctic. Built by the "Big Davie" yard in Lauzon and the first corvette to join the Fleet, her ancestry was strictly whale-catcher. In the economic and tactical conditions of that day, it seemed reasonable to believe that a ship that could catch a whale could also catch a submarine.

After Munich, there were a few men in Britain who went to work with a will to try and make up for the neglect of one of her vital defences—convoy escort anti-submarine vessels. Such ships had to be small with good manoeuvrability and acceleration. They had to be able to cope with any kind of weather the North Atlantic should choose to throw at them. They had to have the kind of transatlantic endurance demanded by a zig-



BAILLIE

CANADIAN CORVETTE

"And how the quartermaster just loved a quartering sea!"

zagging 80-ship convoy, perhaps under submarine attack for five days, perhaps hove-to for another three in a mid-ocean gale.

The other war was 20 years past and most people had forgotten how close to disaster the Kaiser's U-boats had brought them. But there were others who knew that should war come, convoys would have to be organized from the outset, and for effective convoy there must be large numbers of trawler-type ships to team up with the faster costlier and weather-vulnerable destroyers.

It was early in 1939 that the man who had developed the new whalecatcher design was called to the Admiralty. This was William Reed, head of the firm of Smith's Dock Co. Ltd., of Middlebrough up in Yorkshire. With war clouds ominously gathering from over the North Sea, Reed and the Admiralty constructors worked feverishly to get this new kind of fighting ship



BROOKS

ATLANTIC CONVOY

"When we're rolling outward bound from Newfoundland."



McNALLY

KYE

"... and that hot cup of kye sure went good about the end of the First Watch."



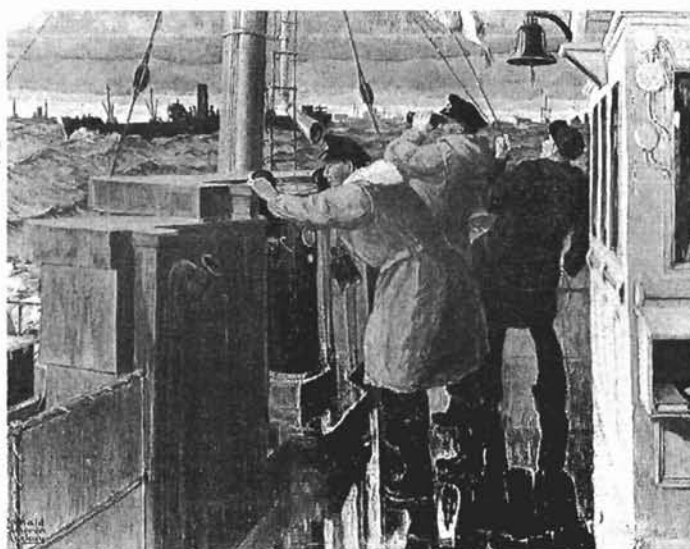
WOOD

QUARTERDECK, DRUMHELLER AT SEA

"It's no wonder your socks seemed forever wet!"

from the drawing boards out into the Atlantic. Before the war was a year old, the first British naval whale-catcher, now called a corvette, was shepherding merchant ships in the Narrows Seas; and here was the Canadian-built *Windflower* steaming in past McNab's and George Islands to secure in HMC Dockyard not six months behind her British opposite number.

Yes, there she was, all 205 feet of her, single funnel, rather straight-stemmed, not exactly a beautiful creature with her distinctively turned-up stern and almost flareless bow. But, for all that, a stout little ship that seemed to have a grip on the water and the promise of being a tight ship if her company should find themselves in a tight spot.



MacKAY

THE LAST DOG WATCH

"Red One Five, an object . . . submarine!"



WEYMAN

MESS DECK 1943

"Did you ever try to get your head down with a lively game going full bore right under your mick?"

The *Windflower* was the forerunner of 107 corvettes: 14 were built on the West Coast, three at Saint John, 41 on the Great Lakes and 49 in St. Lawrence River yards. All of them were commissioned in the Royal Canadian Navy and 15 more were built in Canada for service in the British and United States Navies.

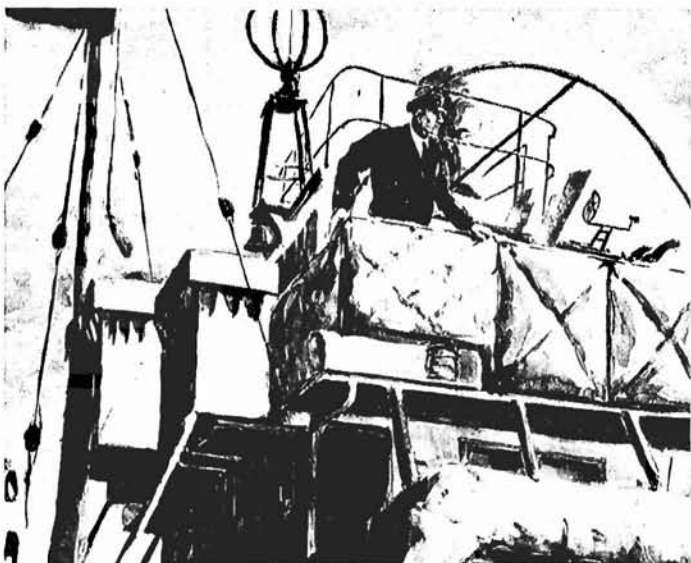
There were many factors that made this program possible in a community of some 12 million people; a dynamic leadership given by government departments under men like the late Angus L. Macdonald and C. D. Howe; a magnificent spirit of co-operation by shipping and manufacturing firms; unstinted effort by leaders in industrial, scientific and university life, often with little or no remuneration; the day-to-day grind of the men



WOOD

THE BOARDING OF U-744

"It was always our ambition to bring 'one home in prize."



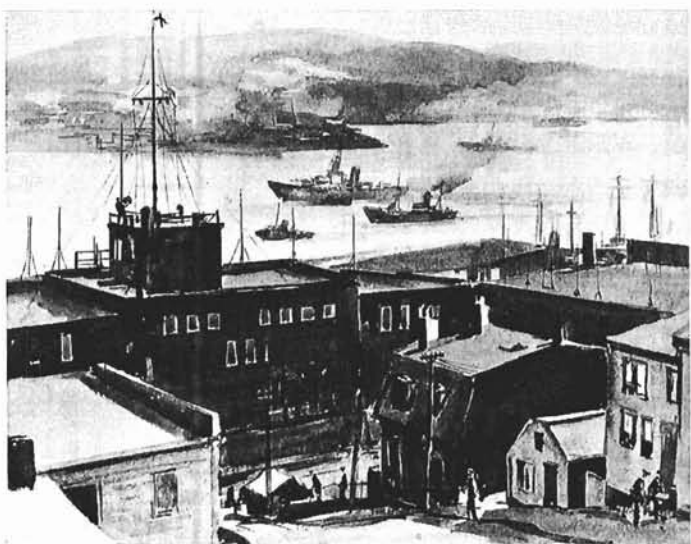
MACKAY

LET GO AFTI

"Another 20 days 'll see us in 'Derry!"

and women in the factories, and the sense of dedication of the officers and men who took those corvettes to sea. But from a strictly technical viewpoint that program of building and fitting out 122 corvettes, together with the mighty stream of minesweepers, frigates, Fairmiles and auxiliary vessels that followed, was indeed one of the wonders of the Second World War.

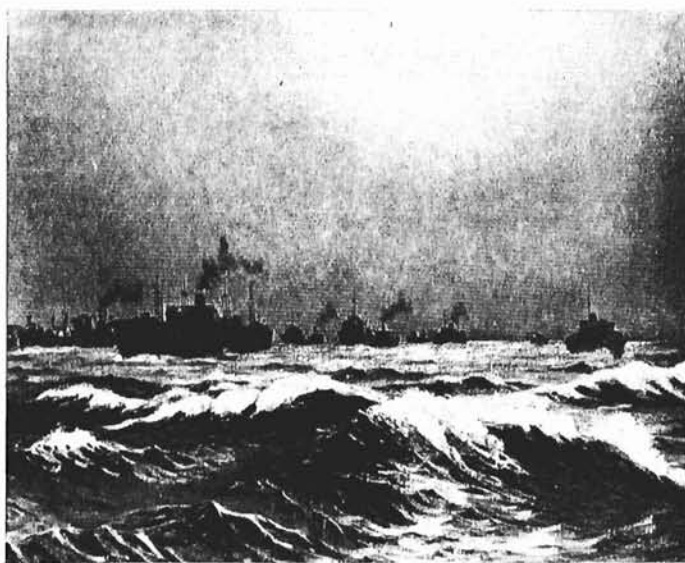
Aside from the wooden drifters and steel trawlers of 1917-18, no warships of any consequence had been built in Canada since the sloops *Halifax* and *Plumper* in the Halifax of Nelson's day and those that saw service on the Great Lakes in the first part of the 19th century.



BROOKS

SIGNAL STATION, HALIFAX

"Those so-and-so signalmen used to line up the best dates with the wrens in the signal tower before we could get ashore."



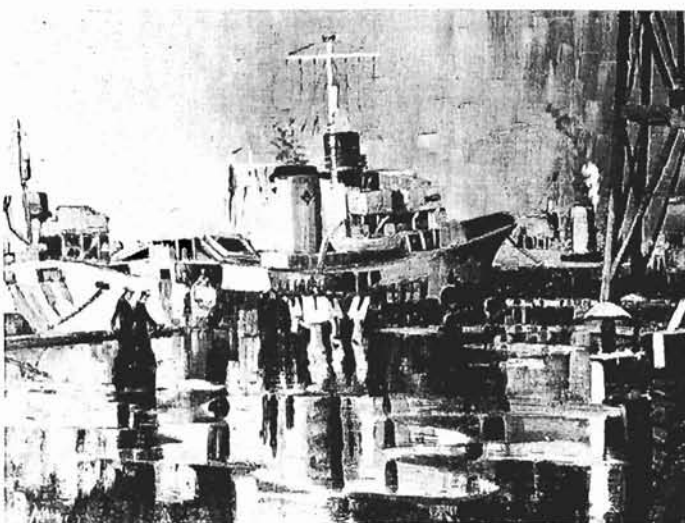
BEAMENT

MOONLIT CONVOY

"Just like keeping the wolves from the sheep."

It was recognized when they were built, that the corvette would never become a type-ship of the future post-war fleet. She was being built for little more than half a million dollars to do a specific job—to get to Europe the fuel, food and munitions without which no aircraft could fly, no soldier could fight and no ship could steam, and, without which Britain could not survive. Reduced to simplest terms, it was as simple as that.

The corvettes were in fact a stop-gap—"hostilities only" if you will, very much like the "wavy-navy" RCNVRs who largely manned them. But there is no doubt that, until the frigates came along late in the war,



LAW

PAYING OFF AT SYDNEY, 1945.

"Many a time you had gaily turned your back on her for a good run ashore, but this was it and, after all the blows she'd brought you through, it was kind of hard to leave her."

the corvettes, British and Canadian, were the backbone of the mighty effort that eventually achieved victory in the Battle of the Atlantic.

Nor should it be forgotten that the corvettes of the RCN did a splendid job when the United States Navy was so hard-pressed in the Caribbean right after Pearl Harbour, and away up on top of the world off the Aleutian chain.

And 16 of them did their bit in the Mediterranean when Rommel was invited to leave Africa. In fact, Admiral Cunningham had great admiration for what he called the "hat trick", when the *Ville de Quebec*, *Port Arthur* and *Regina* in as many weeks single-handedly disposed of three submarines in the clear waters of that fabled sea. All told, 17 Canadian corvettes had a hand in sinking 15 enemy submarines and in damaging scores of others.

But with the successes and the victories there were the inevitable losses of war: the irretrievable losses of good ships and good men. Because the corvette was small, because the enemy weapon was usually the torpedo meant for larger ships, and because the waters of the vast wastes of the North Atlantic are notoriously cold, the cost in seamen was tragically high.

Our lead ship, HMCS *Windflower*, was lost by collision, the *Weyburn* by mine off Gibraltar. The others went down by torpedo explosion, some very quickly,



BROOKS

CORVETTE GALLEY

"Sometimes hot, sometimes cold, and sometimes none at all!"

some giving their men a few minutes to go over the side: the *Levis*, *Spikenard* and *Charlottetown*; the *Louisburg*, *Regina* and *Alberni*; the *Shawinigan* and *Trentonian*.

There was a great challenge back in 1939 and Canada's corvettes, and the officers and men who sailed in them, met that challenge squarely, just as had the men and women who designed and built them.





CNAV Endeavour, the first oceanographic survey ship to be built for the Department of National Defence, was accepted March 9 at Yarrows Limited, Victoria. The Endeavour is 236 feet long, displacing 1,560 tons, has a bulbous bow to reduce pitching, a transom stern and a fairly high rise of floor plate along with considerable flare above the load water line. She has roll reduction flume tanks and her two diesel electric motors can drive her 10,000 miles at 12 knots. She has a helicopter flight deck. Hitherto the defence department has used warships converted to the scientific role. (DRB Photo 4381-1)

ENDEAVOUR

THE OCEANOGRAPHIC research ship CNAV Endeavour was accepted by the Department of National Defence from Yarrows Ltd. shipyards in Victoria, on March 9.

The new vessel, designated AGOR 171, is the fourth open-water maritime research ship designed and built in Canada and the first for the DND. Scientists from the Pacific Naval Laboratory, Pacific Oceanographic group, the Institute of Oceanography of the University of British Columbia, and the Department of Mines and Technical Surveys will all use the Endeavour. Facilities for research in underwater acoustics, geomagnetics, submarine geology and physical, chemical and biological oceanography are provided on board.

For many years the RCN has been concerned with the difficult problems of anti-submarine warfare, and significant advances have been made in this highly specialized field. But the advantages

gained by surface and air forces have been countered by the advent of the nuclear submarine, and the task of locating and destroying it has become increasingly complex.

In recognition of those problems, the Defence Research Board, the Pacific Naval Laboratory and the Naval Research Establishment (all of whom are involved in ASW research and developments) will now be able to increase the scope of their studies. This will include research in underwater detection techniques, target identification and classification, underwater communications, noise reduction and ASW weapons systems.

The Endeavour was designed and built from the keel upward with the aim of providing the most comfortable seagoing platform for the scientists who will work in her. Among the features incorporated for this purpose by her RCN designers are a bulbous bow to dampen pitching motions, and a system

of passive anti-rolling tanks for stabilization of roll in waves. To maintain constant draft, a water compensating arrangement is provided in the fuel system so that as the diesel fuel is consumed, it is displaced by sea water. During bunkering operations, the opposite takes place.

The Endeavour's principal characteristics are:

Length over-all	235 ft. 10 in.
Breadth molded	38 ft. 6 in.
Depth molded to upper deck .	20 ft.
Draft, loaded	12 ft. 10 in.
Shaft horsepower	2,900
Speed: maximum	16 knots
cruising	12 knots
Range, cruising	10,000 miles
Complement: 36 crew, 14 scientists, 2 helicopter personnel	

Two large scientific laboratories are provided in the main deck house with a dry laboratory primarily intended for electronic instrumentation and the wet lab for oceanographic work. Considerable measures have been adopted

to reduce internal ship's noises and vibrations to a minimum. Those steps include the seating of all machinery and auxiliaries on resilient mounts, and sound-insulating gasketing of piping and trunking, in addition to widespread use of acoustic insulation and linings.

The vessel is powered by two propellers, each driven by a dc shunt-wound motor of 1,450 hp at 223 rpm. The motors are 750 volts, connected in series with diesel-driven propulsion generators for a constant-current control system. The generators, like the motors, were made by Canadian General Electric and are rated at 1,150 kw., 825 rpm, 750 volts. Each generator is powered by a Canadian Fairbanks-Morse nine-cylinder, two-stroke opposed piston marine diesel engine, each developing 1,720 bhp at 825 rpm.

For continuous operation at slow speed, as required in research work, an auxiliary propulsion diesel generator set composed of a Cummins diesel is coupled to a CGE generator rated at 140 kw, 400 volts dc, 1,800 rpm.

The propulsion plant is controlled by a Westinghouse system from four positions: control flat in motor room; wheelhouse; bridge wings; and crow'snest.

Two 300-kw, 450-v main ship's CGE generators, powered by Cummins VT-12-G diesels, are fitted with a 45-kw, 450-v. CGE generator, driven by a Cummins NHC-4-G, for standby duty. In addition, two 20-kw 115-volt generators

are provided for scientific services; one of them is mounted on a floating raft in the silent-running generator room for use with all other equipment stopped.

Steering gear is a Brown rotary vane electro-hydraulic system (twin rudder link type), automatically controlled by a Sperry gyro compass. The system also allows for full follow-up hand steering from the wheelhouse, and non-follow-up from bridge wings and crow'snest.

Deck equipment includes a hydraulically powered five-ton articulated crane for handling scientific equipment, bathythermograph winches, deep sea coring winch, and accumulator davits.

A helicopter will be carried, with landing deck aft and a telescopic hangar.

All accommodation spaces, labs, workshops, wheelhouse, chart and radio rooms have air conditioning by means of a Norris high-velocity system. To service this, there are two automatic central air-conditioning plants fitted with preheaters, cooling coils, filters, fans and controls. Reciprocating type compressors operate with a cooling medium of Freon 12 refrigerant and additional temperature control is exercised through electric heaters in the attenuator box of each space served, controlled by individual thermostats.

The completely modern navigational and communication equipment includes Marconi radio, navy-type VHF transmitter-receiver. Lodestar DF, Sperry

Loran and gyro-compass pilot, two Decca radars, and Sperry underwater log. There are numerous items of electronic research equipment, such as the Edo sonar AN/UQN which can sound depths to 6,000 fathoms and can be coupled with the Alden precision depth recorder for very accurate soundings.

The *Endeavour* is the second ship built by Yarrows Ltd. for oceanographic research, the first being the Fisheries research vessel *G. B. Reed*. Together the two vessels place Canada in a leading position among the nations engaged in Pacific Ocean research work.

The formal delivery of the *Endeavour* took place at the Yarrows plant on March 9, in the presence of some 150 specially invited guests. Among them were His Honour George R. Pearkes, Lieutenant-Governor of British Columbia; Hon. W. A. C. Bennett, premier of the province, and David W. Groos, MP, representing the federal government.

The guest list also included senior officers from the Department of National Defence, Canadian and U.S. scientific organizations, other government departments, and representatives of the West Coast shipbuilding industry. Representing the department was Dr. George S. Field, vice-chairman of the Defence Research Board, and Commodore S. M. Davis, Director-General (Ships), on the staff of the Chief of Logistics, Engineering and Development.

Master of the new ship is D. C. MacFarlane of Victoria.



Exercising en route to ports in Central America are the West Coast destroyer escorts Yukon (foreground), and ocean escorts Sussexvale (left) and New Glasgow (in distance) which left Esquimalt late in January on a 10-week training cruise. Since Feb. 15, when White Ensigns were lowered for the last time, all ships of the fleet have been flying Canada's new maple leaf flag. (E-79660)

FOUR SHIPS END DUTY

THE ANNOUNCEMENT on March 30 that four Second World War frigates of the Atlantic Command would be taken out of service this spring and turned over to Crown Assets Disposal Corporation for disposal brought to eight the total of older RCN warships slated for disposal this year.

All more than 20 years old, the *Outremont*, *La Hullose*, *Inch Arran* and *Cap de la Madeleine* have become uneconomical to retain in service. A Department of National Defence statement said extensive refitting would be required to give the four ships an acceptable operational capability and the costs involved could not be justified. With the exception of the *Cap de la Madeleine*, the ocean escorts, as this type of ship is currently known, have been in reserve at Halifax.

Although the withdrawal of the four ocean escorts means a reduction of the number of ships in the Atlantic fleet, the overall anti-submarine capability in that command has been markedly increased with the addition of new and converted ships during recent months. This improvement will continue as further destroyer escorts, converted to carry helicopters, come into service and are followed later by four helicopter-destroyers and two operational support ships to be built as part of Canada's five-year re-equipment program for the Forces.

In January it was announced that the destroyer *Iroquois*, which had been paid off in October 1962 and was in reserve at Halifax, would be turned over to Crown Assets Disposal Corporation, along with the ocean escorts *Lanark*, *Buckingham* and *Fort Erie*. The reasons given for the disposal of these ships were the same as for the latest group.

The *La Hullose* was built at Canadian Vickers Ltd., Montreal, and commissioned in 1944. On March 7, 1945, she teamed with two other Canadian frigates for a U-boat kill in British waters. The *Outremont*, built at Morton Engineering and Dry Dock Co., Quebec City, was commissioned in 1943 and helped escort convoys to North Russia as well as to the British Isles.

The *Inch Arran* was one of the last of the 60 frigates constructed in Canada in the Second World War. Built by Davie Shipbuilding Co., Ltd., Lauzon, Que., she was ready for service less than a year after her keel was laid.

Commissioned in 1944, she served on the North Atlantic and, following the surrender of Germany, was fitted out for the Pacific theatre. Service there was forestalled by Japan's surrender.

The *Cap de la Madeleine* was also built by Morton in Quebec City and commissioned in 1944. She too served on the North Atlantic and was made ready for Pacific service, only to have the war end before she could sail.

The *Iroquois* was the oldest destroyer in the RCN, a veteran of actions on the

Murmansk convoy route, in the English Channel, Bay of Biscay and off the coast of Norway in the Second World War. She had three tours of duty in the Korean war theatre.

One of four Tribal class destroyers built in Britain for the RCN, she was laid down in 1940, launched in 1941 and commissioned in December 1942. In the Second World War, she sank or assisted in sinking 15 ships and damaged others, including a German destroyer. She was hit by a communist shore bat-

ARGUS LOST ON NIGHT EXERCISE

An Argus maritime aircraft from 404 squadron, RCAF Station, Greenwood, N.S., crashed and was lost at sea about 60 miles north of San Juan, Puerto Rico, shortly before midnight March 23. There were no survivors among the 16 persons on board.

The crash report was given by the Halifax-based British submarine *Alcide*, which was operating with the Argus as part of the Canadian Atlantic fleet on Caribbean exercises Maple Spring and Maple Springboard.

The Argus, first to be lost since it replaced Lancasters in the RCAF anti-submarine role in 1958, was operating from the U.S. Naval Air Station, Roosevelt Roads, near San Juan, in the combined Canadian - U.S. anti-submarine warfare exercise Maple Springboard.

In addition to the 15 crew members, Dr. C. L. Piggott, scientific adviser to the Air Officer Commanding, Maritime Air Command, was on board. Formerly with the Naval Research Establishment, Dartmouth, he was appointed to the advisory post in December.

The Argus was on task for four hours at the time of the crash, working with the *Alcide*. The submariners saw the glow of the crash reflected in the sky just before midnight. The *Alcide* surfaced and proceeded to investigate. The destroyer escorts *Gatineau* and *Terra Nova* were called to the scene and later were joined by the *Annapolis*. Aircraft from the carrier *Bonaventure* joined in the search and a total of six ships, two submarines, and the U.S. Coast Guard became involved. The search for survivors was called off on the 24th.

At sunset on March 25, in position 60 miles north of Puerto Rico, a memorial service was held on board the *Bonaventure*, with the *Gatineau* in company, for the crew of the lost Argus aircraft.

On completion of prayers, Commodore J. C. O'Brien, Senior Canadian Officer Afloat (Atlantic), dropped a wreath on the waters in the area of the crash. A

one-minute silence was observed by the ship's companies, marked by the firing of the *Bonaventure's* gun.

Defence Minister Paul Hellyer, speaking to the House of Commons on March 24 confirmed that an RCAF Argus had crashed at sea the night before with total loss of life.

At the same time he paid tribute to the "outstanding work of the officers and men of the Maritime Air Command in these words:

"Highly skilled and dedicated to their work, they have maintained in all types of weather over the years constant anti-submarine patrols at very low altitudes over the waters off our shore both in the Atlantic and Pacific.

"Due to the calibre of the men and the level of their training Maritime Air Command has achieved a record of flight safety that is second to none. Indicative of this is the fact that the Argus aircraft which came into service in 1958 had not been involved prior to last night in any major accident or loss of life while flying a total of more than 132,000 hours.

"While our sympathy goes out to relatives and friends," Mr. Hellyer concluded, "the loss of such men is not only theirs but of Canada as a nation."

An investigation into the circumstances was immediately launched. The Argus was one of about 18 in six detachments which had operated from the U.S. Naval Air Station, Roosevelt Roads, on Puerto Rico. Ten RCN ships and two Canadian-controlled British submarines were also involved in the Caribbean exercises which began in mid-January and continued to the end of March.

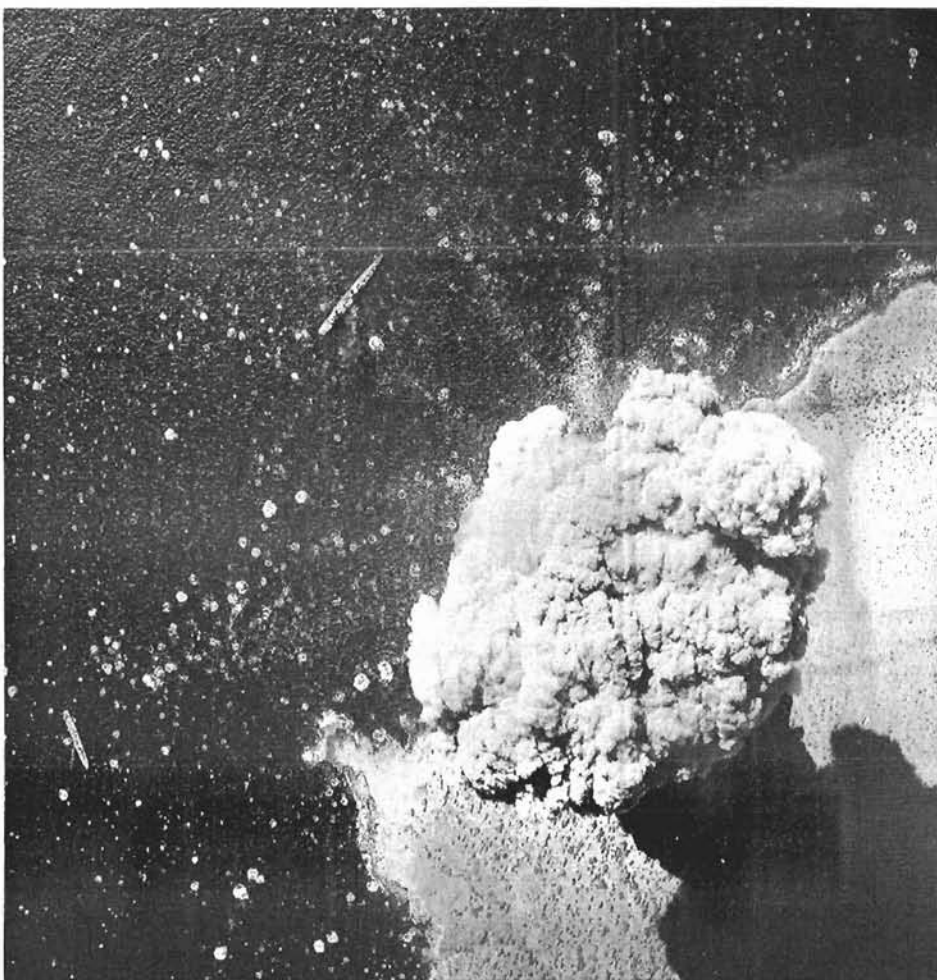
The exercises were code-named Maple Spring for the Canadian aspects, which involved some 4,000 personnel, and Maple Springboard, a joint Canadian-U.S. anti-submarine exercise taking place in the same period.

tery in the Korean war zone and an officer and two men were killed and three others injured.

The *Lanark*, named in honour of Perth, Lanark County, Ont., was first commissioned as a frigate in 1944, at Canadian Vickers Lt., Montreal. After convoy escort service on the North Atlantic, she was paid off in October 1945. Acquired again by the Navy in 1951, she was modernized, commissioned in 1958 and based at Halifax.

The *Buckingham*, commissioned in November 1944 at Davie Shipbuilding and Repair Co., Ltd., Lauzon, Que took her name from the Quebec town in the lower Ottawa valley. In the Second World War, she served in the last of the "hunter-killer" groups formed by the RCN. Paid off late in 1945, she was taken in hand for modernization and commissioned again in 1954, serving initially as a training ship, and later as the first helicopter platform trials ship.

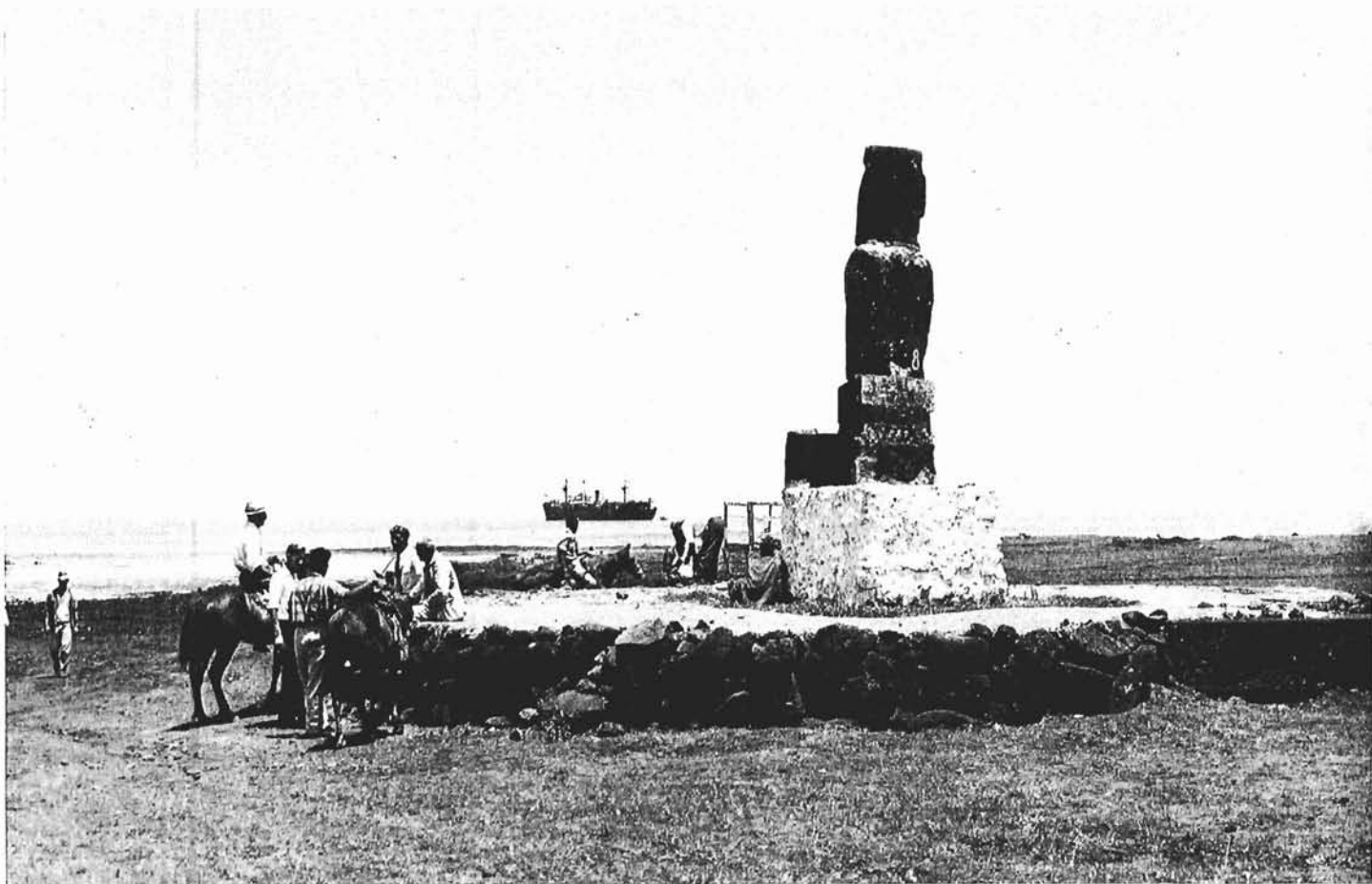
The *Fort Erie* was completed in October 1944 by George T. Davie and Sons, Ltd., Lauzon, Que. As part of Escort Group 28, she carried out anti-submarine sweeps and local convoy escort work off the Nova Scotia coast to the end of the Second World War. She was then employed on ferrying homecoming troops from Bermuda and Newfoundland before being paid off in November 1945. Modernized in Halifax, she was commissioned again 1956, and had operated from Halifax, latterly as senior ship of the Seventh Canadian Escort Squadron.



No garden-variety cauliflower this, but the bloom of a 500-ton TNT explosion touched off during blast effect tests in which two U.S. warships and HMCS Fraser (lower left) participated off Hawaii in February. Rocks, sand and clay from the crater splash in the sea. (USN Photo)



Steadied in position by mooring lines, HMCS Fraser awaits the impact of the blast from a 500-ton TNT explosion during tests in Hawaiian waters early this year. (O-19530-79)



The Royal Canadian Navy's repair ship Cape Scott lies off Easter Island this past winter after bringing a medical expedition of 33 scientists from Halifax to make an exhaustive survey of the isolated southeast Pacific island's isolated population of 1,200 residents. The medical team had members from five nations and closed off its four-month, 10,000-mile voyage March 17 at Halifax. In the foreground is one of the island's gigantic statues, mysterious reminder of a lost civilization. (CS-1115)

CAPE SCOTT RETURNS

HMCS CAPE SCOTT with members of the Easter Island Medical Expedition embarked, arrived home in Halifax on March 17 after an absence of four months.

His Honour H. P. MacKeen, lieutenant-Governor of Nova Scotia boarded the *Cape Scott* to welcome the expedition back. Greeting the ship also were Rear-Admiral W. M. Landymore, Flag Officer Atlantic Coast, Dr. Stanley Haidasz, parliamentary secretary to the Minister for External Affairs, and other representatives of the Federal Government, the Government of Nova Scotia and Canadian universities.

Cdr. C. Anthony Law, commanding officer of the *Cape Scott*, and Dr. Stanley Skoryna, head of the medical expedition, held a special press conference on board the ship shortly after her arrival. Among the expedition members present were: Surgeon Captain

Richard Roberts, Air Vice-Marshal John Easton, Dr. Helen Reid, Dr. George Nogrady, Dr. Harold C. Gibbs, Dr. Denys Montandon, Dr. Archibald Wil-

kinson, Dr. Armand Boudreault, Dr. Alexander Taylor and Dr. Maureen Roberts.

The *Cape Scott* departed Halifax Nov. 16 with scientific personnel representing six Canadian Universities and institutions in the United States, Britain, Switzerland, Sweden, Norway, Chile and Canada. The expedition was sponsored by the World Health Organization with support from the Medical Research Council of Canada and other foundations.

During the expedition's two-month stay on Easter Island medical teams examined the 1,200 inhabitants and collected biological samples. In addition, several scientists carried out studies in the fields of epidemiology, bacteriology, genetics, hermatology, sociology and anthropology.

The expedition was carried out with the co-operation of the Government of Chile.

Used Car Lot At Bottom of Sea

A jackpot at the bottom of the sea is what a diving team, under Lt.-Cdr. W. W. Palmer, from the RCN Diving Establishment, West Coast, hit last November.

The RCAF missed a vehicle and suspected it had been driven over a cliff into Howe Sound, west of Vancouver. The naval divers, searching the water at the foot of the cliff to a depth of 100 feet, found the vehicle and removed the license plates as proof.

During their search they also came on a truck, two Volkswagens, a sports car and two ancient and rusty wrecks of cars. The divers concluded they had found a spot favoured for disposing of "hot" merchandise.

HERE AND THERE IN THE RCN



Lt. Derek James Neal, a member of the RCN standby crew for the submarine Ojibwa, was selected by Flag Officer Submarines (RN) to stand watch at the catafalque in Westminster Hall during lying in state of the body of Sir Winston Churchill. (HS-71705)



The ship's company of the ocean escort Buckingham, paid off early this year, has donated a cheque for \$3,000 to the Children's Hospital Building Fund in Halifax. The cheque was presented to Dr. Wm. A. Cochrane, chief physician of the hospital, and represented proceeds of the ship's canteen fund. Above are, left to right, CPO J. P. Howell, Lt. D. S. Johnston, Dr. Cochrane, Miss Patricia Webb and Ldg. Sea. K. C. Spriggs.



Heavy lines control the submarine Grilse as she enters the historic dry dock of HMC Dockyard, Esquimalt. After completion of a minor refit the submarine returned to fleet duties with the Pacific Command. (E-79625)



A Sea King helicopter begins its approach to the flight deck of the Assiniboine. Flight deck crewmen wait beside the beartrap device. (DNS-33910)

BEARTRAP

THE PILOT moves the helicopter slowly ahead, keeping pace with the ship. He is about 50 feet above a heaving, rolling deck. He releases a thin wire messenger. It brings back a heavier wire from the flight deck. The slack is taken up—it tightens. Slowly the helicopter descends on its "umbilical cord". The descent quickens. As the helicopter touches down, steel jaws grip it.

What is this?

"Beartrap" they call it—the new haul-down system for landing helicopters on destroyer escorts.

Why is it?

Basically, to make possible the landing and securing of heavy helicopters on destroyer-size ships in rough weather.

The project had its beginnings nearly 10 years ago, when the helicopter-destroyer combination was selected by the Royal Canadian Navy as a promising antidote to the high-performance nuclear submarine.

To start with, the Navy fitted a small, experimental flight deck to a frigate,

HMCS *Buckingham*. Trials were successfully carried out, using a Sikorsky HO4S-3 helicopter. The next move was to put a platform on the destroyer escort HMCS *Ottawa*. Further trials were conducted, using an RCAF Sikorsky S-58. On the basis of the trials, the concept of operating helicopters from destroyers was recommended and received approval in principle.

Two things were needed. One was a helicopter capable of all-weather day and night operation (the HO4S-3 was not). The other was a system for handling and securing a helicopter on a small flight deck in rough seas.

The former was found, in the 9½-ton Sikorsky CHSS-2 Sea King. The landing-handling problem was solved by the beartrap.

During the trials, it was found that landing was not so much a problem as was the handling of the helicopter after it had landed. Manhandling was neither quick enough nor certain enough to establish the measure of control necessary to ensure that, in certain circum-



A flight deck crewman grounds the messenger while the other prepares to connect the haul-down cable. The Sea King hovers about 50 feet above the deck. (DNS-33897)

stances, the helicopter will not take charge, and go over the side.

The Navy went to the drawing boards and came up with a scheme that promised to make the concept practicable. Conceived by the RCN, the haul-down and beartrap system was engineered by Fairey Aviation, Dartmouth, N.S. A prototype was designed and built by Fairey, under RCN supervision, and was installed in HMCS Assiniboine during her 1962-63 conversion.

Trials with a newly-acquired Sea King began late in 1963. By mid-1964 the daytime trials were completed and pronounced successful. Using the new system, no manhandling was needed to get the helicopter on the deck and in or out of the hangar. The helicopter was solidly secured on landing and remained so until the next take-off.

In conjunction with the helicopter-carrying features and hangar facilities, roll-damping fins were added to the destroyers being so built or converted. These fins reduce the roll of the ship and aid landing and take-off operations during rough weather.

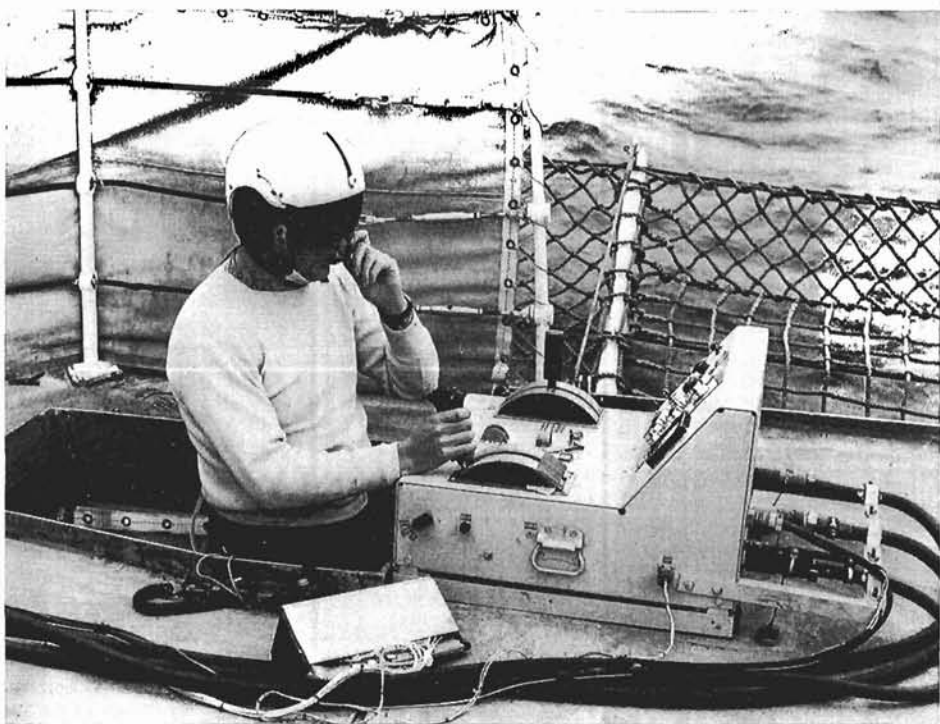
An average landing doesn't take any more than five minutes from approach to the snapping shut of the beartrap. The approach is made from the stern of the ship. When in position, an operator in the helicopter lowers a wire rope messenger. To this messenger a man on the flight deck attaches a heavier haul-down cable. (A pair of grounded tongs discharges any static electricity in the messenger so that the man won't get a rude jolt.) The messenger and haul-down cable then are drawn into the helicopter through a probe in the helicopter's belly. After the haul-down cable has been locked in position inside the probe, the slack in the cable is taken up. A landing control officer (LCO) on the flight deck controls the haul-down and landing from this point onward.

The pilot keeps his helicopter hovering in the correct position over the trap. Like an angler reeling in a jumping trout, the LCO slowly begins to reel in the helicopter. The LCO regulates the rate of descent of the helicopter on the control console. When it is in a position just off the deck, he can then increase the rate during a lull in the ship's motion. He plays the helicopter quickly into the beartrap where steel jaws snap around the probe and hold the "chopper" securely against any motion the ship might offer.

This operation can be performed with the ship rolling as much as 31° and with pitching motion as much as 8°.



This is "beartrap", a rapid securing device, which, with the coiled haul-down cable, lies ready for the landing operation. Flight deck personnel will grab a messenger cable from the helicopter. (HS-75928)



Amid multi-wired cables, the landing control officer prepares to haul down the tethered Sea King. The LCO is constantly in radio voice contact with the helicopter pilot. (CN-6826)

Breaking the system into its component parts, the largest and most complex are in the destroyer escorts, with the lightest and smallest in the helicopter.

The helicopter contains the main probe, a tube-like structure protruding

from the underside of the fuselage, through which the messenger cable is paid in and out. The winch operating the messenger sits on top of the probe, and is controlled by an operator in the helicopter. The probe incorporates pins



Beartrap jaws grip the Sea King's probe, clamping the 9½-ton "chopper" firmly on deck. The helicopter thus is poised for centring and shifting into the hangar. (CN-6823)

to engage the haul-down cable and lock it in position. A series of micro-switches then actuate the locks, disengage the messenger from the haul-down cable, and stop the winch when the messenger has completed its work.

Destroyer equipment is divided into three sections—winch unit, power unit and beartrap rapid securing device.

Motive power for the system comes from a 60 hp electric motor. This operates a hydraulic pump and motor which in turn actuate a double drum winch through reduction gears. Each drum is operated independently and has its own clutch and braking system. The entire hydraulic system operates at 3,000 psi and is rated at 4,000 psi.

The system maintains constant tension in the haul-down cable. This is of

great importance for, without it, the helicopter would be dragged down and jerked drastically whenever the ship pitched to any appreciable degree.

Constant tension in the cable is maintained by an intricate system of "black boxes", or modules. Basically, they compare selected tension on the control console with actual cable tension. The difference is measured and fed to a valve which controls the paying in or out of cable. The sensing devices, in company with the five control modules which make up the constant tension equipment, are so sensitive to change that narrow limits are achieved even in the roughest of weather conditions.

A shock absorber is built into the system as well, to absorb snatch loads in cable tension. These loads occur par-

ticularly when the slack in the cable is being taken in before haul-down. The shock absorber is a piston-cylinder arrangement with double sheaves on either end around which the haul-down cable passes. The cylinder is charged with air under pressure.

The beartrap rapid securing device sits in a slot in the flight deck and travels fore and aft in response to a command signal from the LCO's control console. It secures the helicopter immediately upon landing by engaging the main helicopter probe.

The six-foot square beartrap secures the helicopter when the LCO pneumatically fires two parallel beams equipped with steel, spring-loaded teeth. The beams prevent the probe from moving port or starboard and the teeth prevent probe movement fore and aft. The end of the probe is swaged so that it can't jump out of the beartrap.

The beartrap has a centring device. Centring is accomplished by traversing the beartrap unit aft. The beams are equipped with a fail-safe device which keeps them together in case of system failure.

The entire beartrap mechanism travels in a slot along the centre-line of the flight deck. It can be traversed with its captive helicopter the full length of the flight deck, in or out of the hangar. This eliminates the dangerous manhandling problems which could exist with a 9½-ton aircraft, particularly in rough seas.

While the haul-down cable is operated from one of the twin drums on the winch unit, the traversing system is controlled by the other.

With the landing complete the LCO centres the helicopter, the rotor blades and tail pylon are folded by the pilot and the helicopter is stowed in the hangar.

Safety and ease of handling are the keynotes in this system. Day landing trials on the *Assiniboine* were completed last summer and Experimental Squadron 10 (VX 10) pilots have begun a series of night landing trials.



OJIBWA'S BADGE

AN OFFICIAL ship's badge has been approved for the first of three Oberon class submarines building for Canada at HM Dockyard, Chatham, England. To be commissioned HMCS *Ojibwa*, the first boat is scheduled for completion in September 1965.

In heraldic language, the description of the badge is:

Blazon: Azure, an escallop shell erect argent, irradiated by nine ears of wild rice or, all issuing from two barrulets wavy of the last, in base.

Significance: The design of this badge is derived from a traditional Ojibwa legend in which the migrations of this tribe through the centuries from the Atlantic seaboard to Lake Superior and even further westward has been a part of the ceremonial used during the initiation of novices into warrior status.

The legend is that the tribe's migrations were controlled by the rise and fall of the great Megis, or seashell. When the great Megis rose from out the waters it reflected the rays of the Sun from its glossy surface, gave warmth and light to the Red Man's race and brought prosperity.

When it descended back into the depths of the waters it brought hard times, misery and death to the tribe causing them to move to a new region in the hope of finding happier conditions.

At one period of these migrations they settled around Lake Ontario, and the area north of it. In this region they found an abundance of wild rice growing around the shores of the lakes. This they gathered, and it became one of their staple foods, which they claimed had been given them because the great Megis had once again risen from the waters and shed its beneficent radiance over the land.

The ship's colours, which are predominant in the badge, are white and blue.

Ojibwa means "people whose moccasins have puckered seams" and is also rendered "Chippawa". Diamond Jeness, in *Indians of Canada* (King's Printer 1932), writes that they were numerically the strongest nation of Canada, totalling even today about 20,000 people. They controlled the northern shores of lakes Huron and Superior from Georgian Bay to the edge of the Prairies and at the height of land north of Lake Superior where the rivers begin to flow toward Hudson Bay they united with their kinsmen, the Cree.



Of the four distinct groups into which their vast territory divided them, the Ojibwa proper occupied the Lake Superior region. The other people were the Missisauga, the Ottawa, and the Poawatomi. All but the Missisauga formed a loose confederacy known in the 18th century as the Council the the Three Fires.

They were hunters, roaming in bands of several hundred, each with many clans bearing hereditary totems. Kinship feeling was close but the real political unit was the band.

The chief of the band was usually its

war captain. Principal enemies were the Sioux and Iroquois. The war pipe was passed to neighbouring bands. Those who smoked it joined the war party. No man could put pipe to lip and not fight without deep disgrace.

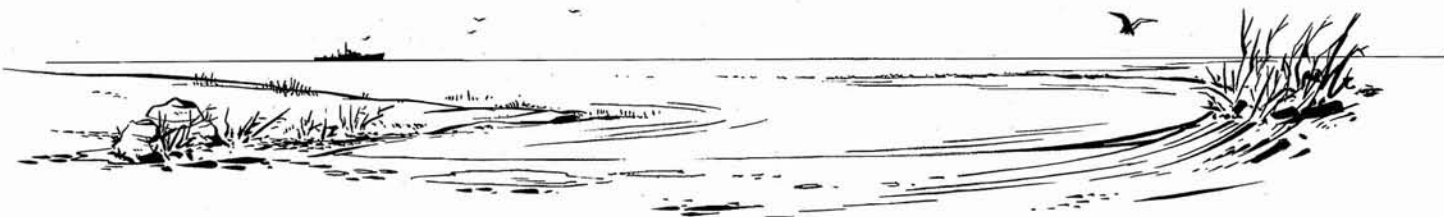
The Ojibwa were brave warriors and preserved strict discipline on the march. Their weapons were much the same as those of their enemies—the bow, knobbed wooden club, knife and a round shield covered with moosehide. While fighting lasted, they spared neither man, woman nor child and they took scalps for the victory dance. When fighting finished, they never tortured prisoners. The Ojibwa regarded the Iroquois with especial loathing for their inhuman conduct toward enemies fallen into their hands.

The Ojibwa diet included considerable vegetable food. In addition to the wild rice they gathered, they made maple syrup and preserved berries. Keen hunters and fishermen, they were too nomadic to farm.

Living was not hard and they observed annual feasts, including an autumnal festival of the dead. Much ceremony was attached to child naming. Men played lacrosse and gambled with bone dice; the women watched or played their own ball game. The big yearly event was the Midewiwin, a celebration of the Grand Medicine Society, a secret religious organization open to both sexes and unknown in all other parts of the country but those of the Cree.

What cures they could achieve were by herbal remedies and magic. They had a strong belief in the supernatural but they were grossly superstitious.

Getting back to the submarine *Ojibwa*: she was laid down at Chatham in September 1962 as the *Onyx*, destined for Royal Naval service. The Canadian negotiations succeeded in obtaining her for the RCN and she was launched on Feb. 29, 1964, as the first Canadian boat of her class.



ORDERS OF CHIVALRY

SINCE in recent years it has not been the practice of the Canadian Government to recommend to Her Majesty the Queen the bestowal of orders of chivalry upon Canadian citizens, Canadians may sometimes be puzzled by the orders and decorations worn by citizens of other nations, particularly those of the Commonwealth. For this reason these notes on the subject may be of interest to readers.

Generally speaking, the orders bestowed by the heads of states of various nations are based upon traditional European Orders of Chivalry, some of which are of great age. This being particularly the case in Britain, it will be convenient to describe in some detail the various orders at the disposal of Her Majesty.

The membership of many orders is divided into classes, though this is not always the case. Membership in the higher classes of most British orders carries with it the honour of knighthood and the title "Sir", though again this is not always the case. Classes are distinguished by the insignia worn in various ceremonial circumstances. These may vary from elaborate mantles, badges, ribbons and stars, down to simple medallions worn with other medals. The number of living members is in most orders limited. The badges and insignia of the higher orders have to be returned when a member dies, some to the Sovereign personally, others to the Central Chancery of the Orders of Knighthood.

Within the Commonwealth, membership in British orders and the possession of decorations may be indicated by the use of letters after the name, but in front of all "post-nominal" letters come the two "special awards", the Victoria Cross (VC) and the George Cross (GC). Then, in order of precedence, come the three "great orders", The Garter (KG), The Thistle (KT) and St. Patrick (KP).

The Most Noble Order of the Garter was founded by King Edward III in 1348. The Black Prince was one of the first of 25 knights appointed. Aside from Royalty, the membership of the order is limited to 25. It was as a Knight of the Garter that Sir Winston Churchill derived his knighthood.

The Most Ancient and Most Noble Order of the Thistle is thought by some

to have been founded earlier than the Garter; in any case it goes back as far as 1687 and is the principal Order of Scotland. Its membership is limited to 16, apart from Royalty.

The Most Illustrious Order of St. Patrick was established in 1783. Its membership was limited to 22. No new appointments to this Order have been made since 1922 and it is obsolescent.

It will be noted that none of these three Orders are divided into classes. Moreover it is almost unknown for any person, other than a Royal Personage, to be a member of more than one of them, the Garter being considered the senior.

The Most Honourable Order of the Bath is next in order of precedence. In

By

Commodore E. S. Brand,
CCG (Ret)

the Middle Ages, a part of the customary preparation before receiving the accolade of knighthood was to take a bath, whence comes the name of the order. The earliest mention of Knights of the Bath occurs in 1306. In 1725 the order was revived and placed on a new footing by King George I on the advice of Sir Robert Walpole, who wanted something for his political supporters; The King, however, intended to have it as a military order, limited to 36 members. By the end of the 18th century many of the great naval and military leaders were members of the Order. Commodore Nelson was made a KB for his services at the Battle of Cape St. Vincent in 1797. In 1815 when military rewards were needed after the Napoleonic wars the Order of the Bath was considerably enlarged, much to the rather natural annoyance of the KBs of the time.

In this revision the order was divided into three classes, the first time this had been done in Britain, though division into classes was quite common in Continental orders. These classes were headed by Knights Grand Cross (GCB) limited to 72. Of these 12 were to belong to the Civil Division and no

member in the Military Division was to be below the rank of rear-admiral or major-general. The second class of Knights Commander (KCB) was limited to 180, who were not to be below the rank of post-captain or lieutenant-colonel. The third class, Companions of the Bath (CB) was allowed unlimited numbers, who must not be below the rank of major. In the course of time these limiting ranks have, in practice, been quietly raised, and a post-captain today who received a KCB, or a rear-admiral who was made GCB, would indeed be outstanding or very favoured.

Civil Divisions were added to the KCB and CB classes in 1847. The total membership now allowed is GCB, 95; KCB, 285, and CB, 1,498. These numbers include the armed services and civil services of the whole of the British Commonwealth. After various wars a number of allied officers have been made additional members of the order. General Eisenhower, for example, is a GCB but, as a U.S. citizen, does not use the title of knighthood.

There is a special prayer which is used at the funeral of members of the Order of the Bath. It was said in St. John's Church, Ottawa, in 1946 at the memorial service for the late Vice-Admiral G. C. Jones, CB, who was Chief of the Naval Staff when he died.

Next in order of precedence comes the Order of Merit (OM) which will be dealt with later.

Then comes the Most Distinguished Order of St. Michael and St. George. This order was founded in 1818 primarily to provide a mark of Royal favour for the Maltese and the Ionians who had shown outstanding loyalty when Malta and the Ionian Islands (Corfu etc.) were taken under the British Crown. The use of the order has changed over the years and, as a general practice, appointments in it are reserved for diplomats, members of the Foreign Service and those who have performed valuable service in the countries of the Commonwealth overseas. In the latter category a certain number of the third class memberships (CMG) were awarded to Canadian civil officers of deputy minister level during the Second World War.

Like the Bath, the order is divided into three classes—100 Knights Grand Cross (GCMG), 355 Knights Com-

mander (KCMG) and 1,435 Companions (CMG). Foreign dignitaries awarded the order are additional to these numbers and are classed as honorary members.

Next comes the Royal Victorian Order. It is divided into five classes and there is also a Royal Victorian Medal. Unlike all other orders and decorations, which are bestowed by the Sovereign on the advice of the government of the day, the Royal Victorian Order is in the personal gift of the Sovereign and is confined to those who have rendered extraordinary or important personal services to the Sovereign, or who have otherwise merited Royal favour. No limitation is placed on the numbers in each class but it has been awarded sparingly and is therefore much prized by its members.

The five classes are: Knight Grand Cross (GCVO), Knight Commander (KCVO), Commander (CVO), Member Fourth Class (MVO) and Member Fifth Class, (also MVO). As an example of the use of this order, the ex-Deputy Master of Trinity House, who for many years carried out on his behalf the work of the Master (always a member of the Royal Family, at present the Duke of Gloucester), was appointed a KCVO after he had held the post of Deputy Master for some years. The Admiral Commanding the Royal Yachts is usually honoured in the same manner, while the Commander and the Commanders (N) and (E) are awarded MVOs on relinquishing their appointments.

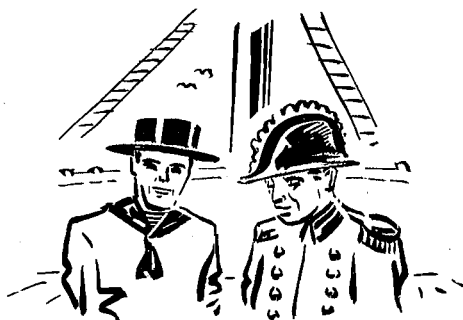
In the field of personal services to Royalty the Royal Victorian Chain must be mentioned. It does not form any part of the Royal Victorian Order nor does it carry any "post-nominal" letters, but is a very handsome necklace, collar, or chain worn on ceremonial occasions. It was instituted in 1902 by King Edward VII as a "Pre-eminent mark of the Sovereign's esteem and affection towards such persons as His Majesty specially desires to honour". There are only six Commonwealth possessors of The Royal Victorian Chain, of whom one is the Rt. Hon. Vincent Massey, PC, our former Governor-General.

Following the order of precedence we come now to the Most Excellent Order of the British Empire, established by King George V in 1917.

The unprecedented national mobilization of the war had created a need for some form of recognition of the war service being performed by men and women of the Empire. Hitherto women had not been included in orders of chivalry. Moreover, from the service

point of view something was needed to recognize administrative work for which the "gallantry" awards such as the DSO, DSC, and MC were obviously unsuitable.

The order was divided into five classes plus a medal (the British Empire Medal). This division not only enabled the award to be spread broadly but was in line with a number of orders of our Allies, making it suitable for bestowal on allied personnel. In an effort to fill the needs of war service, in the early days of the order, awards were made on a very lavish scale, particularly in the lower classes, which, at the time, rather "cheapened" them. As time has gone on, however, with the scale of awards considerably reduced, and carefully scrutinized, the order has taken its rightful place in the harmony of honours available.



The classes were Knight Grand Cross (GBE), Knight Commander (KBE), Commander (CBE), Officer (OBE), and Member (MBE); and the order was subdivided into Military and Civil Sections. Ladies of the first two classes of the order take the title of Dame as the equivalent of knighthood. During the Second World War awards of the order were made for gallantry as well as for administrative staff work. In 1957 awards made for gallantry were distinguished by the addition of a silver emblem of two oak leaves on the appropriate riband of the order.

Two rather different orders must now be mentioned. The Order of Merit (OM), which ranks next after the GCB, and the Companions of Honour (CH). Neither of these carries any title, and their badges, in comparison with the robes and stars of other orders, are simple ones worn round the neck on a ribbon. Both are open to citizens of the British Commonwealth.

The membership of the Order of Merit, which was instituted in 1902 by King Edward VII, is limited to 24 ordinary members. An unlimited number of honorary members can be made, though at the present time there are

only two—General Eisenhower and Dr. Schweitzer. Only one lady has yet been admitted to the Order—Florence Nightingale in 1907. Dr. Wilder Penfield is the only Canadian member of the 24, whose names range from John Mansefield, the Poet Laureate, to Admiral of the Fleet Lord Chatfield and include Sir Winston Churchill. Incidentally, Lord Chatfield, who was Admiral Beatty's Flag Captain throughout the First World War, was a rare modern case of an award of a KCB while still on the post-captain's list.

The Companions of Honour (CH) were established in 1917 and is a sort of junior OM. Its membership is limited to 65, and in order of precedence, as CH comes immediately after a GBE. The order may be awarded to ladies. General Henry Crerar, The Rt. Hon. Vincent Massey, and General the Hon. Andrew McNaughton are the only Canadian members.

In this connection it might be noted that the title "Right Honourable" and the post-nominal PC denotes a Member of the Queen's Privy Council, which is a special appointment made by the Queen. General McNaughton's "Honourable" comes from the day he was sworn in to the Privy Council of Canada as Minister of National Defence.

Some mention should be made of orders which were peculiar to the Old Indian Empire, which are becoming obsolete but whose post-nominal letters may still be encountered. These Orders were the Most Exalted Order of the Star of India, instituted in 1861; the Most Eminent Order of the Indian Empire, 1886 and the Imperial Order of the Crown of India, 1877. The Star of India and the Indian Empire were mainly awarded to high British officials, military officers and Indian princes. Each Order has three classes; GCSI, KCSI, and CSI; GCIE, KCIE and CIE, the highest classes being known as Knights Grand "Commanders" instead of Grand 'Cross' to avoid any embarrassment to those recipients who were not of the Christian faith.

The Crown of India, instituted in 1877 by Queen Victoria to commemorate her assumption of the title Empress of India, was for Royal princesses and the wives and other female relatives of Indian princes. There is one class only and there are not post-nominal letters. No appointments to any of these Indian orders have been made since 1947.

To complete the list of British orders' the Distinguished Service Order (DSO) and the Imperial Service Order (ISO) must be mentioned. The former is a much coveted recognition of gallantry

and takes precedence before the MVO and OBE. The ISO is a recognition of long public service in civil administrative posts and takes precedence after the OBE.

The Distinguished Service Cross (DSC), The Military Cross (MC), the Distinguished Flying Cross (DFC), the Air Force Cross (AFC) and the Royal Red Cross (RRC) are classed as "decorations" and not orders.

In undress uniform the distinctive ribbon of an order, except KG and KT, is worn in its precedence on the right of the medal ribbons, but the VC or GC ribbon goes on the right of them all.

Foreign orders are usually divided into classes in much the same manner as the British orders described above.

They may only be worn by permission granted at the time of award, and take precedence after all British orders of the same class, and in the sequence of their date of award.

Broadly, so far as British practice is concerned, the orders and decorations which have been discussed above are awarded to recognize and reward officers of the services, high government officials, civil servants, and others who have made some distinctive contribution to the State. "Political and Public Services", on the other hand, are generally recognized by elevation to the peerage or by being created a baronet or a knight bachelor. Baronets have the post-nominal abbreviation, Bt or Bart, which incidentally, is the only one which comes

before VC and GC, and they have a badge which can be worn round the neck. Knights bachelor have a badge which can be worn on the left breast. There are no miniatures or ribbons.

It is hoped that this survey of Orders of Chivalry may have helped to clarify a subject which, at first sight, may appear rather complex. The material has primarily been gleaned from a book entitled *The Queen's Orders of Chivalry*, by Brigadier Sir Ivan de la Bere, KCVO, CB, CBE, late Secretary of the Central Chancery of the Orders of Knighthood; published by William Kimber of London. Perusal of this book is recommended to those who wish to make a more detailed study of the matter.

TWO ALL-CANADIAN AWARDS

ONE MEDAL and one decoration which are peculiar to Canada may be awarded to naval personnel. They are the Canadian Voluntary Service Medal, awarded for voluntary service during the Second World War, and the Canadian Forces Decoration. When the latter was instituted, it superseded several British awards that could be won by Canadians.

The superseded decorations and medals include:

- *The Royal Canadian Navy Long Service and Good Conduct Medal* identical with the Royal Navy Long Service and Good Conduct medal, but with the letters RCN included in the inscription on the rim of the medal.
- *The Royal Canadian Naval Reserve Long Service and Good Conduct Medal*, formerly known as the Royal Canadian Navy (Reserve LS & GC Medal and as the Royal Canadian Naval Volunteer Reserve LS & GC Medal: identical with the Royal Naval Volunteer Reserve LS & GC Medal but with the letters RCNR, RCN(R) or RCNVR included in the inscription on the rim.
- *The Volunteer Officers' Decoration* (VRD), identical with the Royal Naval Volunteer Reserve Decoration but with the letters RCNR, RCN(R) or RCNVR included in the inscription on the rim of the medal.

These three decorations are still being granted to officers and men who were in the service before September 1, 1939.

Also superseded and no longer being issued are:

- *The Royal Canadian Naval Reserve Long Service and Good Conduct Medal*, identical with the

Royal Naval Reserve Long Service and Good Conduct Medal but with letters RCNR in the inscription on the rim of the medal.

- The Royal Canadian Naval Reserve Decoration (RD), identical with the Royal Naval Reserve Decoration, but with the letters RCNR in the inscription on the rim.

These two awards fell out of use with the formation of the RCNR on Jan. 1, 1946, but clasps may still be awarded to officers and men already holding the awards.

Naval decorations and medals which may be won by Canadian as well as

COLUMBIA JOINS NATO SQUADRON

HMCS *Columbia*, serving with the newly formed NATO Match Maker squadron of four ASW ships, shared with them in Exercise Pilot Light which ended March 15.

Pilot Light, a NATO exercise in northern European waters, started Feb. 18 and included more than 30 ships and 75 aircraft from the Netherlands, Norway, Portugal, Britain, and the United States and Canada.

For five months destroyer escorts HrMs *Overijssel*, of the Royal Netherlands Navy, HMS *Leander*, USS *Hammerberg*, and the *Columbia* are working together. This is the first NATO squadron formed for such an extended period of time.

They are carrying out exercises and visiting several NATO country ports to gain operational and logistic experience. The squadron is commanded by Captain D. V. M. MacLeod, RN.

The *Columbia* will return to Halifax in July.

other Commonwealth personnel are:

- *The Victoria Cross* with a blue ribbon. When the Victoria Cross was instituted in 1856, it was worn by naval recipients on a blue ribbon. This was discontinued during the First World War. The only Canadian who wore it was Petty Officer William Hall, RN, who won it at the Relief of Lucknow, 1857.
- *The Distinguished Service Cross*.
- *The Albert Medal in Gold for Saving Life at Sea*; now superseded by the George Cross.
- *The Albert Medal for Saving Life at Sea*; now awarded only posthumously, superseded by the George Medal for living recipients.
- *The conspicuous Gallantry Medal*.
- *The Naval General Service Medal*; awarded for participation in minor campaigns and operations for which no special medal is issued, the latest clasp being for the Arabian Peninsula, Jan. 1, 1957 to June 30, 1961. It seems likely that another will be issued for service in Brunei. The medal has not been issued for service in HMC Ships, but many Canadians have won it in HM Ships.
- *The Atlantic Star*; awarded for participation in the Battle of the Atlantic, not only to naval personnel, but also to Coastal Command aircrew, soldiers serving in Defensively Equipped Merchant Ships and on board troopers (ship's staff, not passengers).
- *The Class AA Badge*; awarded to RCN personnel who served at sea during the First World War for wear with civilian clothes.—*Naval Historical Section*.



FOLLOW ME

EVERY YEAR several hundred persons pass through the Leadership Division at Cornwallis, the end product being in most cases a leader of high potential. The 750 trainees in a recent 12-month period were in 15 different categories, took 35 courses and represented an increase of seven per cent over the numbers trained during the previous year.

Leadership and divisional courses last from two to six weeks and, in addition to classroom lectures, receive much practical training, parade training, PT, sports, the invigorating assault course and, a new innovation, the obstacle course. All these are stimulants to the trainee to develop self-confidence, lead-

ership potential and, to a degree, his physical condition. This varied program has the following aims:

- To acquaint the trainee with the main principles of leadership, discipline, morale and welfare, and through discussion and practical exercise, develop these facets of leadership in each trainee.
- To familiarize the trainee with his duties as a divisional officer, chief petty officer, petty officer, or leading seaman, as applicable.
- To present to the trainee as broad a background of general service knowledge as possible.

Throughout the past year many improvement have taken place in training.

The approach to the experienced limited duty officers has been made more challenging. The direct entry divisional officers' course has been re-studied and more general naval knowledge is now included in the syllabus. As a result of experience, there is now a better understanding of the pre-Fleet sub-lieutenants, their motivations and requirements. Considerable emphasis has been placed on increased trainee participation, through evening assignments in effective speaking, discussion panels, current affairs, debates and syndicate work.

One of the aims of the leadership staff is to provide instruction in the best possible training environment. To this end a continuing training projects program has been instituted to evaluate and improve the material facilities and instructional aids.

Among the accomplishments are classroom renovations, standardization of training aids, the mounting of projection screens, the acquisition of additional overhead projectors and construction of a large number of projectors and charts for instructional use. Decks have been tiled, windows renewed, and installation of fluorescent lighting arranged. Two tape recorders are used effectively for speech training. The library was enlarged and improved facilities for training-aid production have been developed.

Information in the form of handout notes has been greatly increased, both to aid the trainee while under instruction and as references for their future use. It is hoped that eventually one or more "grooving-in" handouts will be available for every lecture delivered at Leadership. These will be inserted into an attractive but, more important, a functional pack. Eighty per cent of the lesson outlines and lesson plans have been revised and more are receiving this treatment, making available to the trainee the latest subject matter.

In keeping with Leadership's tireless search for improvement in methods designed to closely resemble realism is the one-day field exercise, commonly referred to as "EXPED". (See *The Crows-nest* March-April 1964, page 35). This "day in the woods" provides the trainee with a practical opportunity to test his "followership" as well as his leadership. It also taxes his physical stamina to a certain extent as well as bringing out his attitude and feelings when suddenly thrust into a difficult environment. "EXPED" also serves to give the trainees and the staff a chance to get away from the routine of classroom instruction. The outing is not all hard work when you think about all the fresh air, the

close proximity to nature and, occasionally, the excitement generated by a helicopter search for a temporarily disoriented (in other words "lost") group.

During the autumn, winter and spring training is primarily given to direct entry officers and RCN petty officers 2nd class. In mid-May the heavy summer reserve training period commences. This lasts until August and includes two-week courses for RCNR officers, sea cadet officers, RCNR chief petty officers, petty officers (both 1st and 2nd class), leading seamen and UNTD cadets. To handle the increased load, the Leadership staff is supplemented each summer by selected reserve personnel.

Five officers and a wren were added to the RCNR training staff for the summer of 1964.

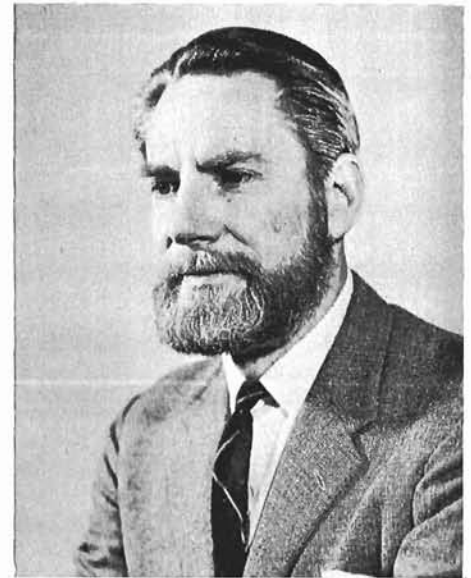
The optimum size of a class in leadership is 24. Although there is little difficulty in meeting this quota, personnel are urged to plan far enough ahead in order to ensure themselves a billet for their appropriate course. It is hoped that all vacancies will be filled and that the Leadership division's aim will continue to be attained, namely:

"TO ENHANCE THE FIGHTING EFFICIENCY OF THE FLEET BY TRAINING PERSONNEL TO SERVE PROUDLY, WORK DILIGENTLY AND LEAD EFFECTIVELY."

PROFESSOR AT STRATEGY MEET

A professor from the Canadian Services College, *Royal Roads*, was the sole Canadian representative attending a five-nation international symposium on strategy and foreign policy at the Institute for Study of the USSR, Munich, West Germany, Oct. 20-22. He is Dr. William Rodney, assistant professor of history at the college.

More than 40 military and academic men from Canada, France, the United Kingdom, the United States and West Germany met in Munich to discuss "The Impact of Modern Military Revolution on Strategy and Foreign Policy."



DR. WILLIAM RODNEY

Dr. Rodney, a native of Drumheller, Alta., did his doctoral work at the London School of Economics on the Communist Party of Canada and the Comintern, and was awarded a NATO fellowship in 1963. He received his university education in Canada and Britain following Second World War service with the Royal Canadian Air Force during which he won the Distinguished Flying Cross and Bar while attached to the Royal Air Force.

Dr. Rodney joined the faculty of *Royal Roads* in 1962 and the following year spent the summer in Europe on his NATO fellowship, one of 15 granted to individuals in the NATO countries. This past summer he visited the former French colonies in West Africa on a fellowship from the African and Overseas Fellowship Fund.



Promised to Lieutenant-Governor G. R. Pearkes, VC, last May when he visited Ahousat on the west coast of Vancouver Island, a 15-foot totem pole now stands on the grounds of Government House in Victoria. General Pearkes made the visit on board HMCS *Margaree*, then commanded by Cdr. J. L. Panabaker. The Ahousat village totem carver, John Jacobson, not only produced the 15-foot pole but also the miniature in the hands of Cdr. Panabaker. General Pearkes listens as Mr. Jacobson describes the 400-hour carving project. (E-778825)

COMPOSITION OF THE FLEET

THE ROYAL CANADIAN NAVY'S 42 warships range from an aircraft carrier through helicopter-destroyers, destroyer escorts, ocean escorts, a submarine and supporting ships. One or two Royal Navy submarines serve at a time in the Atlantic Command under the operational control of the RCN. Four small ships are on loan to other government departments. There are more than 100 auxiliaries, from research vessels down to small passenger ferries.

The 20,000-ton aircraft carrier leads the RCN's anti-submarine warfare (ASW) team. She has an angled deck, mirror landing aid and steam catapult and carries twin-engine CS2F-2 Tracker anti-submarine planes and CHSS-2 Sea King all-weather ASW helicopters.

There are 23 helicopter-destroyers and destroyer escorts in the fleet, 20 of them built in the past 10 years.

The first of three "O" class conventional submarines for the RCN will be commissioned at HM Dockyard, Chatham, England, in the fall, followed by the others in 1967 and 1968.

Strength of the regular Navy as of Jan. 1, 1965, was 20,133 officers, men, wrens and cadets. That of the Royal Canadian Naval Reserve was 2,393 officers, men, wrens and cadets of the University Naval Training Divisions.

The fleet underwent a re-organization of its ships and personnel in December-January so that ships are arranged in phases of operational availability and their manning conforms to a cyclic system. As a result, at least half the fleet will always be available for operational requirements and other elements can be brought readily forward in emergencies.

Atlantic Command - Ships Based at Halifax

HMCS *Bonaventure*, aircraft carrier
First Canadian Escort Squadron
(Red Group)

HMCS *Algonquin*, destroyer escort
*HMCS *Saguenay*, helicopter-destroyer
HMCS *Kootenay*, destroyer escort
HMCS *Nipigon*, helicopter-destroyer
HMCS *New Waterford*, ocean escort

Third Canadian Escort Squadron
(White Group)

*HMCS *Skeena*, helicopter-destroyer
HMCS *Terra Nova*, destroyer escort
HMCS *Annapolis*, helicopter-destroyer
HMCS *Restigouche*, destroyer escort

Fifth Canadian Escort Squadron
(Blue Group)

HMCS *Columbia*, destroyer escort
*HMCS *Margaree*, helicopter-destroyer
HMCS *St. Laurent*, helicopter-destroyer

HMCS *Gatineau*, destroyer escort
HMCS *Swansea*, ocean escort

Seventh Canadian Escort Squadron
(Gold Group)

HMCS *Ottawa*, helicopter-destroyer
HMCS *Assiniboine*, helicopter-destroyer
HMCS *Chaudiere*, destroyer escort
*HMCS *Fraser*, helicopter-destroyer

*Ships in Ready Reserve at
Halifax (Crescent Group)*

HMCS *Athabaskan*, Crescent, destroyer
escorts
HMCS *Victoriaville*, ocean escort

Special Duties

HMCS *Provider*, operational support
ship
HMCS *Cape Scott*, mobile repair ship
HMCS *Granby*, diving depot ship (con-
verted Bangor minesweeper)

Sixth Submarine Division, one or two
submarines (RN under RCN opera-
tional control)

RCN Air Squadrons

(HMCS *Shearwater*, RCN Air
station near Dartmouth, N.S., or
detached to HMCS *Bonaventure*,
aircraft carrier)

VS-880 CS2F-2 Tracker ASW aircraft

VU-32 CS2F-1 and -2 Trackers

T-33 Silver Star jet trainers

HS-50 CHSS-2 Sea Kings

HU-21 HO4S-3 helicopters
Bell HTL-6 helicopters

VX-10 Various aircraft for experi-
mental purposes

* Ships completing conversion this
year, except for HMCS *Fraser*, which
will begin conversion this year, com-
pleting in 1966.

Pacific Command - Ships Based at Esquimalt

Second Canadian Escort Squadron
Division One (Gold Group)

HMCS *Mackenzie*, destroyer escort
HMCS *Saskatchewan*, destroyer escort
HMCS *Beacon Hill*, ocean escort

Division Two (Red Group)

HMCS *St. Croix*, destroyer escort
HMCS *Stettler*, ocean escort
HMCS *Antigonish*, ocean escort

Fourth Canadian Escort Squadron
Division One (White Group)

HMCS *Yukon*, destroyer escort
HMCS *Sussexvale*, ocean escort
HMCS *New Glasgow*, ocean escort

Division Two (Blue Group)

HMCS *Qu'Appelle*, destroyer escort
HMCS *St. Therese*, ocean escort
HMCS *Jonquiere*, ocean escort

Special Duties

HMCS *Grilse*, Balao class submarine
HMCS *Oriole*, sail training yacht

RCN Air Squadron (Patrician Bay
Airport, near Victoria)

VU-33 CS2F Trackers

T-33 Silver Star jet trainers

Commanding Officer Naval Divisions - Hamilton

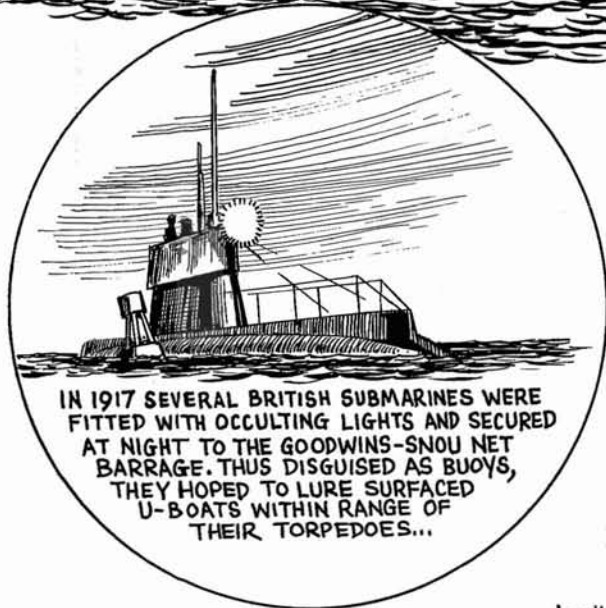
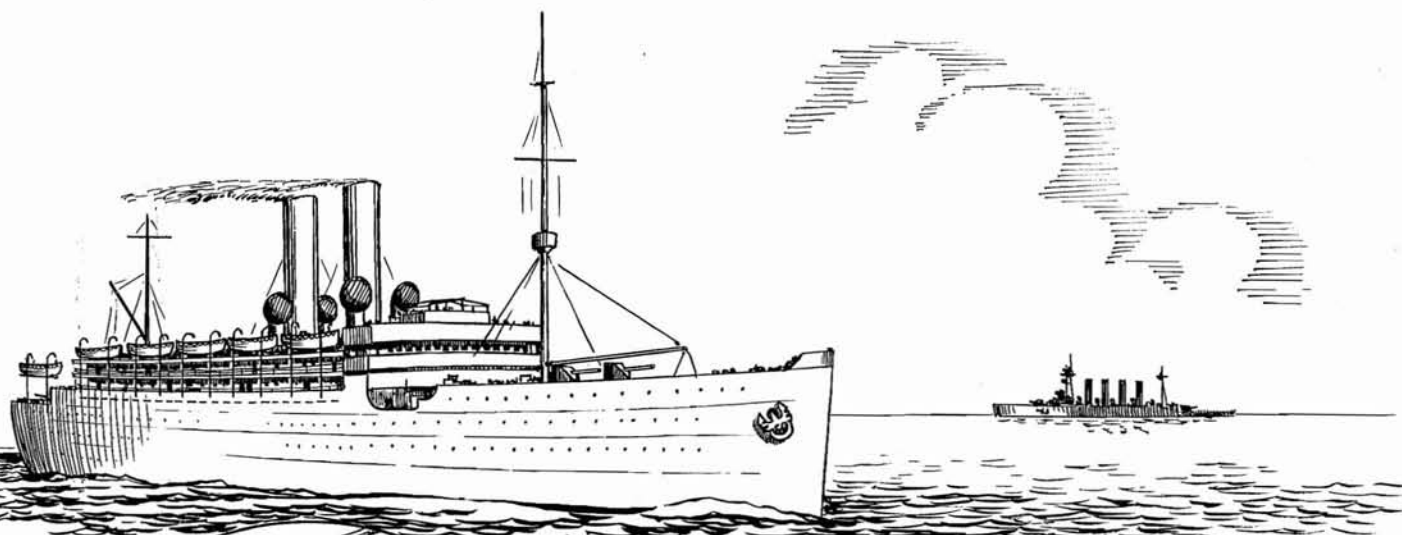
Two gate vessels and a small cargo vessel (HMC
Ships *Porte St. Jean*, *Porte St. Louis* and *Scatari* are
maintained on the Great Lakes, manned each summer

for the training of naval reserves on Canada's inland
seas. They are reinforced during the summer by a ship
or ships from the RCN Atlantic Command.

Naval Lore Corner

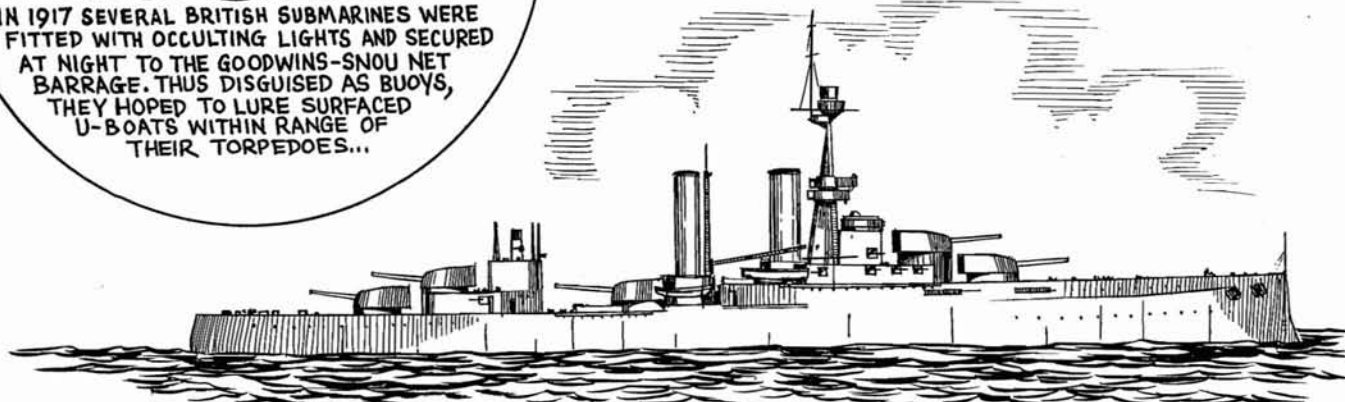
Number 136
"RUSES DE GUERRE"

MANY WERE THE TRICKS AND RUSES EMPLOYED BY BOTH SIDES AT SEA IN BOTH WORLD WARS. WORLD WAR I PROVIDED SOME OF THE MORE NOVEL MARITIME DECEPTIONS...



IN 1917 SEVERAL BRITISH SUBMARINES WERE FITTED WITH OCCULTING LIGHTS AND SECURED AT NIGHT TO THE GOODWINS-SNOW NET BARRAGE. THUS DISGUISED AS BUOYS, THEY HOPED TO LURE SURFACED U-BOATS WITHIN RANGE OF THEIR TORPEDOES...

THE GERMAN AUXILIARY CRUISER "PRINZ EITEL FRIEDRICH" (EX-NORD DEUTSCHER LLOYD LINER) ESCAPED ALLIED CAPTURE FOR 7 MONTHS BEFORE VOLUNTARY INTERNMENT AT NEWPORT NEWS ON 9 APRIL, 1915. SHE RECEIVED HER GUNS FROM A GERMAN CRUISER IN THE PACIFIC, SAILED WITH VON SPEE, ESCAPED FROM THE BATTLE OFF THE FALKLAND ISLANDS AND SANK OR CAPTURED 10 ALLIED SHIPS. TO ELUDE CAPTURE ONE SIDE WAS PAINTED WHITE, THE OTHER BLACK. SHE EVENTUALLY FELL IN WITH A BRITISH CRUISER WHICH GAVE CHASE, STEAMING INTO A FOG PATCH SHE TURNED ABOUT. WHEN THE CRUISER SIGHTED A WHITE SHIP COMING TOWARDS HER, SHE SIGNALLED "HAVE YOU SEEN A BLACK SHIP?" TO WHICH THE RAIDER REPLIED IN THE AFFIRMATIVE "18 MILES TO THE WEST".... AND MADE GOOD HER ESCAPE WHILE THE CRUISER STEAMED WEST IN VAIN PURSUIT!



ON 27 OCT. 1914, H.M.S. AUDACIOUS (BATTLESHIP) STRUCK A MINE (LAID BY THE GERMAN AUXILIARY MINELAYER "BERLIN") WHILE TAKING PART IN FIRING PRACTICE IN THE ATLANTIC. SEVERAL ATTEMPTS WERE MADE TO SAVE HER BUT SHE EVENTUALLY SANK, THUS REDUCING THE NUMERICAL STRENGTH OF THE BRITISH FLEET IN RELATION TO THAT OF GERMANY. IN ORDER TO CONCEAL THIS WEAKNESS, HER LOSS WAS DENIED AND THE C.P.R. MERCHANT SHIP "MONTCALM" (5,500 TONS) WAS DISGUISED TO REPRESENT THE BATTLESHIP. HER LOSS WAS NOT ADMITTED UNTIL AFTER THE WAR...

CANADA
POSTAGE PAID
PORT PAYÉ

***If undelivered,
return COVER WITH CONTENTS to:
The Queen's Printer, Ottawa, Canada***
***En cas de non-livraison,
retourner cette PUBLICATION INTACTE à:
L'Imprimeur de la Reine, Ottawa, Canada***



The CROWSNEST





The CROWSNEST

Vol. 17 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY 1965

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Gull Warfare</i>	5
<i>The Comptroller General Branch</i>	8
<i>New Communication System</i>	10
<i>Officers and Men</i>	11
<i>Rescue Awards</i>	14
<i>Home from the Sea</i>	16
<i>Here and There in the RCN</i>	18
<i>Afloat and Ashore</i>	20
<i>The Navy Plays</i>	24
<i>Retirements</i>	26
<i>The New Pay Schedule</i>	27
<i>Officers Retire</i>	28
<i>Naval Lore Corner No. 137</i>	Inside Back Cover

LADY OF THE MONTH

Submarines, in their general appearance, are usually thought of as sinister rather than beautiful, but they can, as HMCS *Grilse* demonstrates on the opposite page, look sturdy, purposeful and, in fact, graceful.

The *Grilse* celebrated her fourth birthday as an RCN submarine on May 11, the day in 1961 on which she was acquired on loan from the U.S. Navy. She has been busy ever since training ships in the Pacific Command in the art of anti-submarine warfare. (E-79961)

NOTICE

This is the next to last issue of The Crowsnest. In place of the three service magazines — The Crowsnest, Canadian Army Journal and Roundel—there is to be a single, comprehensive magazine for the Canadian forces.

Now in an advanced planning stage, the new magazine is scheduled to begin publication early in the fall. It will embody many of the features of the present magazines and will be produced in English and French.

Like the present magazines, the new publication will depend very largely for its content on voluntary contributions from members of the forces, of all ranks, at headquarters and in the field, in Canada and abroad. The primary purpose of the magazine will be to inform—to inform those who serve in and with the forces, and former members of the services, of events and activities, of new policies, plans and developments. There will be a place for thoughtful articles, and for flashbacks into history. Humour will be welcomed.

More detailed plans for the new publication will be announced in the June issue of The Crowsnest. Meanwhile, Crowsnest correspondents and contributors are asked to carry on, and to submit material for possible use in the new magazine.

Subscriptions to The Crowsnest will be automatically applied to the new magazine. Subscribers who do not wish to receive it may apply to the Queen's Printer for a rebate.

The Cover—Shortly after 9 am on the morning of May 7, 1945, word flashed through HMC Dockyard at Halifax that the surrender had been signed in Europe. Ships in harbour blew their sirens till the steam was gone, made smoke, fired rockets and hoisted all the bunting they could muster. The cover scene was photographed at Jetty 5, where three rows of corvettes and minesweepers were secured five abreast. (Photo by W. R. Carty, NRE, Dartmouth)



RCN NEWS REVIEW

The German submarine U-190 slides quietly to a mooring in the harbour of St. John's Nfld., one of two surrendered U-boats taken to Canadian ports 20 years ago in May. The other was U-889 which was escorted to Shelburne, N.S. From September 1941 to March 1945 RCN warships destroyed or helped to destroy a total of 29 enemy submarines, most of them in the Battle of the Atlantic which lasted throughout the Second World War. (Z-1475)

Four Warships on European Cruise

Four ships of the RCN Atlantic Command sailed from Halifax May 4 on a two-month training cruise to British and Scandinavian waters.

They are the aircraft carrier *Bona-venture*, destroyer escorts *Ottawa* and *Chaudiere* and the operational support ship *Provider*. They were to be joined in mid-June by the helicopter destroyer *Assiniboine* for exercises with units of the Royal Navy in home waters.

The ship's program includes visits, either singly or in pairs, to ports in Great Britain and to Copenhagen, Denmark, Stockholm, Sweden, and Helsinki, Finland.

The *Provider* was to support them in British waters in the latter part of May, return to Halifax until mid-June and then proceed again to British waters, returning home in company with the others July 9.

Battle of Atlantic Sunday Observed

Battle of the Atlantic Sunday was observed across Canada on Sunday, May 2, with church parades and commemorative ceremonies by serving naval personnel and veterans of the navy and the merchant marine.

This year's services observed, in particular, the 20th anniversary of the end of the Atlantic battle, longest of the Second World War.

It was a battle toward which the Royal Canadian Navy directed most of its effort and in which the RCN came to play a major part.

From a tiny force of six destroyers and five minesweepers, the RCN grew to a strength of nearly 400 combat ships. From a manpower of less than 3,600 regular and reserve, at the outset, it attained a personnel strength of nearly 100,000 men and women. Thousands of other Canadians served in the merchant vessels which carried the supplies without which the battle of Europe could not have been won.

Navy Thanked by City of LaSalle

The City of LaSalle has expressed in formal terms the thanks that earlier were conveyed spontaneously to HMCS *Hochelaga* and the Navy Supply Depot for assistance given in the explosion and fire on March 1.

At a meeting of the LaSalle City Council the following resolution was adopted unanimously.

"That the Mayor, Council and citizens of the City of LaSalle heartily thank all individuals, companies, and associations, and in particular the Royal Canadian Naval Supply Depot, who impulsively demonstrated their sympathy by every kind of estimable aid, contributed in person or through their employees and equipment, during the tragic accident of the first of March.

"Their humanitarian actions will be engraved forever in the memory of us all."

The RCN became the third largest allied navy. In 1944 the entire responsibility of providing close support for North Atlantic trade convoys was undertaken by the RCN. That year Canadians shared in the destruction of 14 U-boats, and in 1945, 20 years ago, all-Canadian efforts accounted for another three.

There were losses, too, as the Atlantic battle drew to a close. The corvette *Trentonian* was torpedoed and lost near Falmouth on February 22. On March 17, the Bangor minesweeper *Guysborough* was torpedoed off the Bay of Biscay and on April 16 another Bangor, HMCS *Esquimalt*, was torpedoed in the Halifax approaches.

Battle of Atlantic Sunday coincided with the beginning of the Navy League of Canada's Navy League Week in which public attention was drawn to naval matters and programs were arranged to encourage interest in the League's Sea Cadet movement.

Cardinal Roy Lauds Forces

A tribute to the Canadian forces, to their achievements in the past and their present dedication to the nation's service, was paid by His Eminence Cardinal Maurice L. Roy, military vicar, in an address in Quebec City March 7.

The occasion was a dinner honouring Cardinal Roy on his return to Canada a week after he had been elevated to the College of Cardinals by Pope Paul

VI in Rome. More than 500 ecclesiastical and lay guests, including a number of armed forces chaplains, the Papal Nuncio, Defence Minister Paul Hellyer, Justice Minister Guy Favreau and Premier Jean Lesage of Quebec, attended the dinner.

Speaking in French and English, Cardinal Roy referred to his long and close association with the armed forces, first as a war-time army chaplain, and more recently as Chaplain General (RC) to all three services.

"Among those who have represented and still represent Canada in other countries, besides its ambassadors, are members of its armed forces," he said.

"I could not listen without deep emotion to what was said a few minutes ago about my military record . . . I began as a member of the Army, and it is now my privilege, as a military vicar, to have an equal responsibility for our three armed forces. I have not relinquished the Army, but now I belong equally to the Navy and to the Air Force.

"It would be a mistake to think that the armed forces in peace time are just a sort of ornament in the country. They are a great force, a great family of those who are prepared for any difficult action they may be called on to perform in the service of the country as a whole.

"They are those who have completely dedicated themselves to the common weal, to the common good of the nation, and in so doing, they accept obedience, they accept sacrifice, and they set a great example for all citizens to follow."

Fraser Exposed To Second Blast

The destroyer escort *Fraser* returned to Esquimalt on April 28 from the Hawaiian Islands where on Good Friday she participated in a 500-ton TNT blast.

The *Fraser* took part in two 500-ton TNT blasts in the Hawaiian Islands area. The first was held February. Purpose of the big blasts was to test warship's ability to withstand severe air shocks. In each test, three ships of the United States Navy also participated.

HMCS *Fraser*, a member of the St. Laurent class of destroyer escorts, will soon leave the Pacific Command of the RCN and proceed to the East Coast. She will undergo a major conversion at Canadian Vickers Ltd., in Montreal. The job will include the installation of a helicopter hangar and flight deck, and variable depth sonar at her stern.

The second Sailor Hat 500-ton TNT charge was detonated at 3:21 p.m. April 16 on the southwest corner of Kahoolawe island.



The Second Sailor Hat test charge is detonated on Kahoolawe island, Hawaii, to determine the blast effect on modern ships and weapon system. The 500-ton charge was detonated by the U.S. Navy at 3:21 pm, April 16, one of the ships exposed to the blast being HMCS *Fraser*. The Sailor Hat tests, conducted by the USN under the sponsorship of the Defence Atomic Support Agency, will end with the third and final detonation in mid-June. The first detonation occurred on Feb. 6, with the *Fraser* present on that occasion. (U.S. Navy Photo)

The test originally was scheduled for April 15 but Rear-Admiral Henry S. Persons, Hawaiian Sea Frontier Commander and commander of the Sailor Hat project in Hawaii, called a 24-hour delay due to adverse wind conditions in the area.

Ships participating in the test to determine the blast effect of high intensity explosions to modern ships and weapon systems were the ex-cruiser USS *Atlanta*, the guided missile frigate USS *England*, the guided missile destroyer USS *Benjamin Stoddert* and the *Fraser*.

The final detonation in the three-test series is scheduled for mid-June but the *Fraser* will not participate.

The tests are being conducted by the U.S. Navy under the sponsorship of the Defence Atomic Support Agency.

British, U.S. Ships at Esquimalt

The Pacific Command welcomed two interesting ships of different navies on April 29 and 30.

First to reach Esquimalt was the United States Navy's radar picket ship USS *Interpreter*. She arrived on the morning of April 29 and secured at the Government Jetty adjacent to *Naden*.

The *Interpreter* remained until Monday, May 3, and held open house on Saturday afternoon.

The Royal Navy's guided missile destroyer HMS *Kent* arrived on Friday morning and secured at "A" jetty in HMC Dockyard. The ship held open house on Saturday and Sunday, May 1 and 2. She sailed the morning of May 5 for Vancouver.

Personnel from both visiting ships on Sunday, May 2, joined the Pacific Command in the annual observance of Battle of Atlantic Sunday. Nearly 4,000 officers and men of the Command at special services that morning paid tribute to the memory of sailors who gave their lives in the North Atlantic during World War Two.

Keel of "O" Class Submarine Laid

The keel of the third "O" class submarine to be built at Chatham dockyard, England, for the Royal Canadian Navy was laid on Thursday, March 27. To be named *Okanagan* when she is launched next year, the submarine will in the meantime be known by her hull number, SS74.

The first of the Canadian "O" class submarines, the *Ojibwa*, was launched at Chatham last year and the keel of the second, SS73, to be named *Onondaga*, was laid last June.

SS74 is the 57th submarine to be built at Chatham.

The new submarine will be fitted to fire homing torpedoes and will have the latest detection equipment. She will be capable of high underwater speeds and will be able to maintain continuous submerged patrols for long periods in any climate.

At Chatham, the keel-laying ceremony is traditionally carried out by wives of dockyard officers and on this most recent occasion was presided over by Mrs. Hogg, wife of Rear-Admiral I. L. T. Hogg, Flag Officer Medway and Admiral Superintendent of Chatham dockyard.

Ships Invited To Trade Fair

At the invitation of the Department of Trade and Commerce, three Royal Canadian Navy warships, in the course of a training cruise to the Far East,

were in Tokyo in April in conjunction with the International Trade Fair there.

The Trade and Commerce department has a large exhibit at the fair and the presence of the three Canadian ships in port was intended to augment interest in Canadian affairs.

The destroyer escorts *Mackenzie* and *Saskatchewan* and the ocean escort *Beacon Hill* sailed Feb. 22 from Esquimalt, and returned to base May 13. The escorts conducted inter-ship exercises en route and 15 sea cadets from across Canada were embarked for special training.

Ports of call en route to the Far East were Pearl Harbour, Hawaii, Midway and Guam. The ships paid visits to Hong Kong (March 29-April 3), Yokasuka, Japan (April 8-21), Tokyo (April 22-27) and made a fuelling stop at Adak in the Aleutians (May 5-6) on the way home.

West Coast Ships Share in Exercise

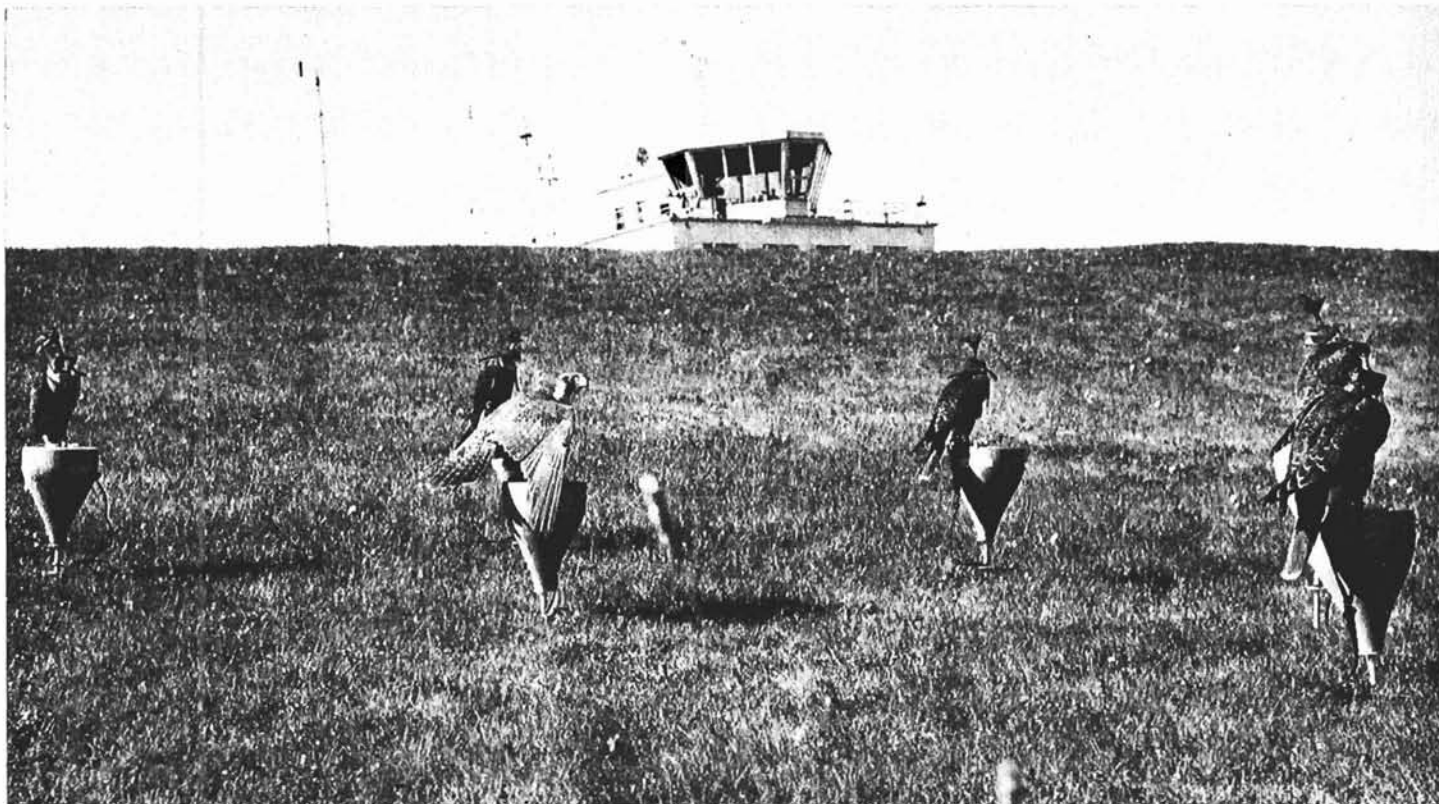
The destroyer escort *Qu'Appelle* and ocean escorts *Jonquiere* and *Ste. Therese* sailed from Esquimalt on March 17 for exercises off the U.S. west coast. Later they rendezvoused with HMCS *Yukon*, *Sussexvale* and *New Glasgow*, which were returning from a 10-week training cruise that took them to Central America.

A three-day liberty and recreation visit to Portland, Ore., was made by the *Qu'Appelle*, *Jonquiere* and *Ste. Therese* from March 19 to 23. Leaving Portland, they were joined for work-up exercises by the RCN's submarine *Grilse* at the mouth of the Columbia River. The *Qu'Appelle* left the group and returned to Esquimalt on March 26.

The ocean escorts *Jonquiere* and *Ste. Therese* and the submarine, exercising en route, visited San Francisco for the week-end of March 27-28.



Ships of the Second Canadian Escort Squadron berth at Guam, the Marianas Islands, during their Far East training cruise. In the foreground is the destroyer escort *Saskatchewan* with the ocean escort HMCS *Beacon Hill* and the destroyer escort *Mackenzie* astern of her. The ships left Esquimalt on a three-month cruise in February. (CCC2-1770)



Falcons, all hooded except one poised for the take-off, sit quietly on their perches near the control tower at Shearwater. Experiments carried out at the naval air station indicated that the mere presence of the falcons was usually enough to keep seagulls away from the runways. (DNS-34353)

GULL WARFARE

NOTHING CAN MATCH the stubbornness of birds when they are determined to stay in their familiar haunts, even if it means risking collision with screaming jet aircrafts.

Just how stubborn gulls can be was demonstrated by birds feeding on a garbage dump at the end of a Lakehead airfield runway. The gulls would often permit themselves to be buried alive by the bulldozer engaged in covering the garbage, rather than give up their place at the dinner table.

The result of collisions between aircraft and birds is always deadly to the latter and may do considerable damage to the aircraft, although no fatal crashes due to this cause are known to have occurred in Canada. However, property damage over a five-year period has been estimated to have cost airline operators in Canada nearly \$1 million.

Scientists trying to find some way of eliminating bird strikes to aircraft consider that the problem probably goes back to the very beginnings of heavier-than-air flight. Gulls and other birds nest in large numbers along the North Carolina coast where Wilbur and Orville

Wright carried out their experiments at Kitty Hawk.

In those early days, the air speed of the machines was so low that the birds were probably able to dodge in time to prevent a disaster on either side. Now that aircraft speeds have increased, the frequency and violence of impacts with birds have gone up and what was a minor nuisance has become a major hazard. At the very least, the inhalation of a bird by a jet aircraft can cause costly engine damage.

Outside Canada, according to a National Research Council report, at least two fatal civilian air crashes and three military crashes have been directly attributed to bird collisions. In these crashes, 82 people lost their lives.

At the request of the deputy minister of the Department of Transport, the National Research Council has undertaken to investigate possible solutions to this serious and difficult problem. This has resulted in the establishment of the group now known as the Associate Committee on Bird Hazards to Aircraft. This committee includes not only NRC

personnel but also representatives from government and private aeronautical groups, other research and operational organizations and includes biologists from within and without the government services.

The committee made a study of the factors affecting the number of birds frequenting 30 problem airports in Canada and four RCAF stations in Europe. Various methods of dispersing birds at airports were studied and some were put into effect both experimentally and operationally. Fireworks and automatic acetylene exploders were tried out at some airports, particularly at Vancouver, but a quieter method, that of using falcons, was experimented with at Victoria airport and HMCS *Shearwater*.

The main objective in using falcons is not to kill the seagulls or other birds frequenting the runways but to kindle their natural fear of birds of prey. Although the falcons are frequently flown against the gulls, they are usually trained not to attack. Some falconers think an occasional kill increases the gulls' response to the threat.

Ordinarily peregrine falcons (the kind used at *Shearwater*) will not attack gulls, unless specially trained to do so. The gulls, however, are unaware of this. Peregrines have other limitations, too, in that they won't do night interceptions, for example. The committee tried out the larger, more deadly, gyrfalcon at Victoria to persuade the gulls to stay away from areas where they are not welcome, and found the peregrines were just as effective.

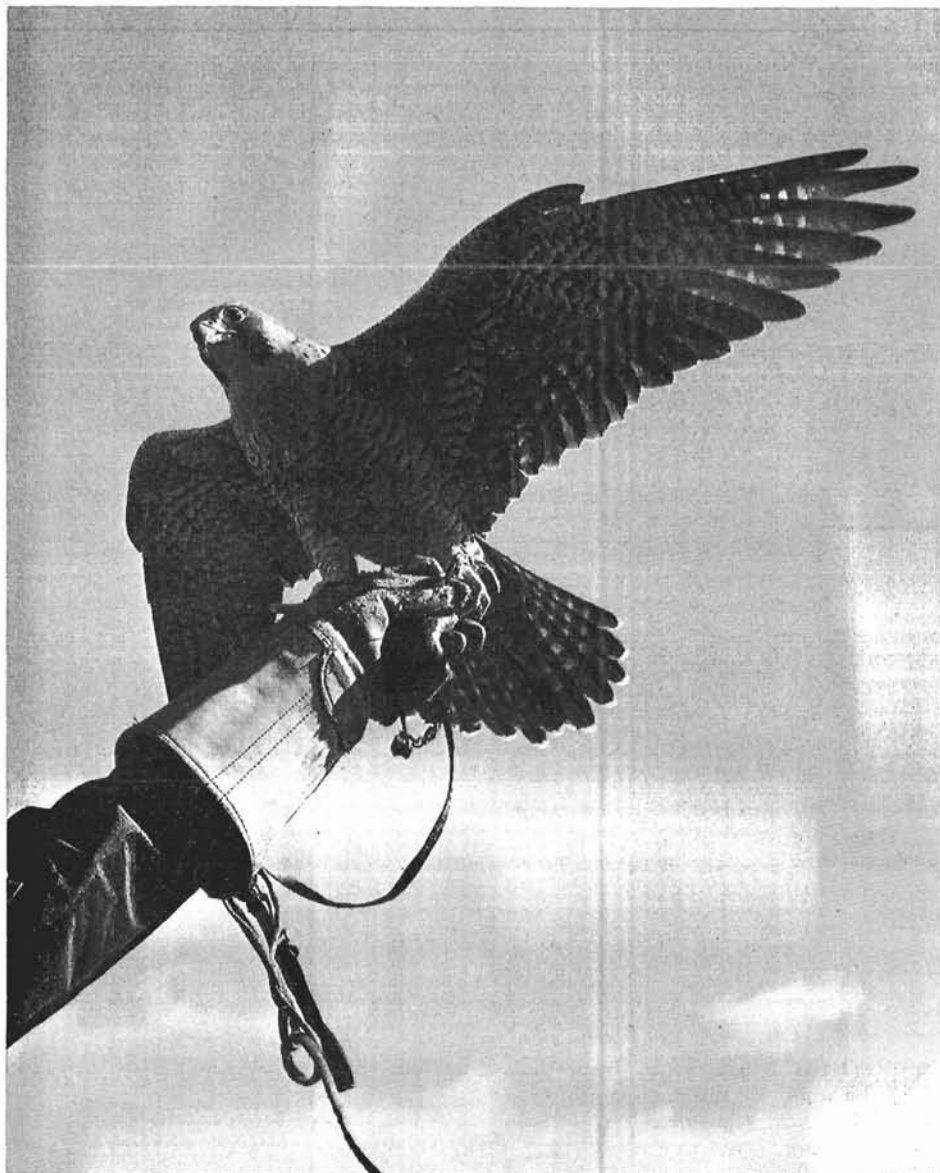
The art of falconry makes use not only of the long-winged hawks commonly known as falcons, but also of hawks of many varieties, even including eagles. In fact, the Chinese golden eagle is the only variety known to be capable of being taught to "retrieve", or return to the handler with its kill. The others would, if they acted according to their instincts, attack, kill and devour their quarry. They are taught to return at the falconer's signal, often a flashing lure, swung at the end of a rope, accompanied by a whistle. The bird is rewarded for obeying the signal.

It is said that even owls can be trained in falconry and it is to be expected that an attempt would have been made to train almost every bird of prey, since falconry has existed for about 4,000 years. Question: Could owls be trained as "night fighters"?

The tests have established that falcons are quite effective in keeping the gulls at a distance, but they do not appear to be a complete answer to the problem. For one thing, they have to be kept for long periods each day in the vicinity of the runway with the falconer present and in communication with the tower by walkie-talkie.

An essential in controlling the birds is to clear out brush and rough areas so that the landing field becomes unsuitable for nesting or feeding. This won't stop the gulls from using the field as a resting place and this is where falcons and noisemakers prove useful. Acetylene bangers will frighten ducks and other water fowl which have had the experience of being hunted, but seagulls require visual effects such as smoke and flame in addition to the noise, plus an occasional charge of birdshot to eliminate the more stubborn birds. Smoke and noise-making shells fired from Very pistols and shotguns are effective and the presence of the men handling them also adds to their influence.

Use is also made of recorded distress calls. Starlings will flee from the distress calls of their kind. Gulls react the other way—they gather around to see what is causing the trouble and may



Swift, fierce, keen-sighted, the peregrine falcon, nevertheless, has to be taught to pursue seagulls, which are not its usual prey. Naval veterans of the Second World War will recall HMCS Peregrine, the discharge centre in Halifax, also known as "Ex-Y Depot", from its former association with the RCAF. (DNS-34240)

then be dispersed by the means mentioned above.

Not only is the committee on bird hazards concerned with the birds actually in the airport area, but work is also being done under contract by the Canadian Wildlife Service with a view to learning more about bird movements by the use of radar. Efforts are also being made to establish a continental radar warning system to detect major migrations of large birds, which can pose a real hazard to aircraft in flight.

The committee's co-operation with national and international agencies has contributed to having the bird hazard problem brought before the International Civil Aviation Organization for a

study so that this worldwide problem may be finally solved on an international basis, an NRC report notes.

No easy solution to the bird problem is expected. The U.S. Navy and the U.S. Fish and Wildlife Service, with the co-operation of Pennsylvania State University, has been battling the albatross, otherwise known as "gooney bird", on the Midway Islands since the Second World War and only recently has there been hope that victory may be in sight.

The "gooney" is a substantial bird, with a wing-spread that may reach 17 feet. A collision between bird and aircraft is no laughing matter for either party.

During the war the USN destroyed from 50,000 to 80,000 birds, eggs and nests and hardly made a dent in the bird population.

About 11 years ago the Fish and Wildlife Service tried to persuade the gooney birds to move on by sending clouds of smoke over the nesting area, firing flares, burning truck tires and using mortars and bazookas. The gooneys showed no sign of annoyance.

So, in 1944, the Wildlife Service destroyed 200,000 eggs and, again, it did not seem to make any difference to the number of birds.

The Pennsylvania State University's approach was to subject the birds to nasty smells, charged wires and flap-

ping cloths. This disturbed the gooneys, but only to the extent of increasing their soaring activities, which wasn't much help.

Gooneys, like aircraft, need a good run to take off and land and the USN had long recognized that this was why the birds like to loiter near the runways. In 1959, the Navy tried building the birds runways for their personal use. They continued to like the Navy runways better.

Back came the Fish and Wildlife Service with carbide cannon noisemakers. The birds were only mildly interested. They looked around to see where the noise was coming from.

Then someone in the Navy had a

bright idea. Concrete was poured over the nesting areas in the sand where the runways intersected. It was the nearest thing to an answer yet. The birds moved back from the runways to new nesting areas, thus cutting down the bird density in the areas where the aircraft were landing and taking off.

But a writer on the subject in *The Journal of the Armed Forces*, published in Washington, was not convinced that the gooney would become discouraged enough to move to new island nesting places and observed that "those familiar with the history of the fight will not be entirely surprised if the indomitable gooney finds that it likes acres and acres of new concrete nests."

1,000 METAL REPAIRMEN

IN 10 YEARS of employment as aircraft metal repairs instructor in the Fleet School, Groundcrew Division, in HMCS *Shearwater*, Elmer MacDonald has trained 1,000 naval aviation tradesmen in aircraft metal repair techniques.

A native of Halifax, Mr. MacDonald came to the school after an interesting career which began in 1926 with a series of courses at the Nova Scotia Hospital, Dartmouth. These led, eventually, to his qualification as a medical laboratory technician and instructor, training that proved invaluable when he joined the RCAF in 1939. Because of his qualifications he was soon placed in charge of the sick bay laboratory in the old "H" block, long since demolished, at what is now *Shearwater*.

By coincidence his present workshop-classroom is the original mess hall of "E" block which was then the station barracks. At times he lost some popularity here, he recalls, when he occasionally disturbed the cooks at their work in order to search out any laxity in hygiene.

Posted overseas with No. 1 Fighter Squadron, RCAF, Mr. MacDonald held instructor and section charge positions at about a dozen RAF fighter stations in England and at the RN Air Station at Scapa Flow.

Seriously wounded in an air raid and repatriated in 1945, he shifted to aviation technical work, taking a job with the Clark-Ruse Aircraft Co., in the Eastern Passage plant now occupied by Fairey Canada. By late 1947 he had become qualified in the aircraft metal repair field and had risen to the position of shop foreman.

With the post-war closing of the plant he took a job at the Naval Armament



Ord. Sea. F. C. Harrison is the 1,000th pupil to have his aircraft metal repair training from Mr. Elmer MacDonald, instructor at *Shearwater's* groundcrew division of the RCN Fleet School. Lt.-Cdr. G. H. F. Poole-Warren, officer-in-charge of the school, looks on as Mr. MacDonald congratulates Ord. Sea. Harrison.

Depot, Dartmouth, where he again rose to a position of some responsibility. However, the re-opening of the Eastern Passage plant by Fairey Canada in 1949 gave him the opportunity to return to aviation work, and he did so.

Mr. MacDonald stayed with Fairey Canada for six years until 1955, when he agreed to act as civilian instructor at the then "Naval Aircraft Maintenance School" (NAMS), the present Fleet School, Groundcrew Division. He has been there since that time and is claimed to be the first instructor to have

taught 1,000 pupils without a break. Some of his earlier pupils have passed under his tutelage as many as four times when they returned periodically for more advanced training.

Two of Mr. MacDonald's brothers have served for long periods in the Royal Canadian Navy. Lt.-Cdr. Ross MacDonald went on retirement leave early this year after 33 years in the service and a younger brother PO Earl MacDonald retired in 1953 after 25 years of service, the last five of which were in *Shearwater*.

THE CG BRANCH

WHEN Canadian Forces Headquarters set forth last summer on the road to integration, it was consolidated into four main branches:

Chief of Operational Readiness (COPR)

Chief of Personnel (CP),

Chief of Logistics, Engineering and Development (CLED), and

Comptroller General (CG)

Most people understand the functions of COPR. He is concerned with the operational training and readiness of the combat forces at sea, on land and in the air and with the capability of their weapons and equipment.

CP has the traditional personnel responsibilities — recruiting, training courses, promotions, postings, in fact everything to do with the individual from when he joins until he retires.

The CLED branch looks after material—all the way from procurement to disposal—and also the very important job of engineering development.

But the CG branch . . . that's a different story. To the average serviceman its place in the scheme of things is, to say the least, obscure. For this he may be forgiven. The word "comptroller" is a relatively new addition to the armed forces' vocabulary. And although its effects are probably more widespread

than those of any other branch, the work of the comptroller organization commands less attention.

In broad terms, the Comptroller General is responsible for the organization of the Canadian Forces, including the determination of manpower requirements and the allocation and control of manpower resources; for financial planning; the control and administration of financial resources and pay services, and for the use of up-to-date management techniques and procedures.

What that means, in essence, is that the Comptroller General is responsible to the Chief of the Defence Staff for getting the maximum value from the men and money available to the Canadian Forces. He also assists and advises on management improvement; and he sees that we get paid, at the right time and in the right amount.

The word "comptroller" first appeared in the armed forces in 1955, when the RCAF appointed a Comptroller, gave him a staff and made him a member of the Air Council. The RCN followed suit a year later and the Army in 1962.

The functions of the three service comptrollers were generally similar, but in many respects the systems and procedures were different. There were different pay systems, different ways of handling establishments, different priorities, different nomenclatures.

With integration, and the formation of a single Comptroller General Branch, three main tasks had to be undertaken:

- Amalgamate the three services branches, set up a single organization, devise common procedures and definitions, and simplify wherever possible;
- Lay the foundation for and build up brick by brick the new armed forces structure, beginning at Canadian Forces Headquarters;
- Carry on the day-to-day work for which the three separate service branches formerly had been responsible.

Obviously the CG cannot, and does not, operate in isolation. The creation, or confirmation, of an organization, from an entire branch at CFHQ right down to a small unit in a command, occurs only after a thorough study and discussion with those concerned. Many factors have to be taken into account—the duties to be performed, their relative importance, the numbers of people

and ranks required, the manpower available.

The same principle applies on the financial side. In the preparation of annual estimates, funds are earmarked on a scale of priorities based on government policy, and in amounts for which the requirement has been clearly established. They are then subject to a series of careful examinations before receiving government approval. (DND estimates ultimately require, as do those of all government departments, passage by Parliament).

Paramount in all considerations is the necessity of achieving the objectives set out in last year's White Paper on Defence—the reduction of operation and maintenance costs, or overhead, and the diversion of a greater proportion of the defence budget to the capital equipment side of the ledger.

The CG Branch, headed by Lieutenant-General Robert Moncel, was one of the first to be integrated and begin functioning as a unit. Under General Moncel and his deputy, Rear-Admiral Charles Dillon, are three main divisions: (a) Finance, (b) Organization and Manpower Control, and (c) Management Engineering and Automation.

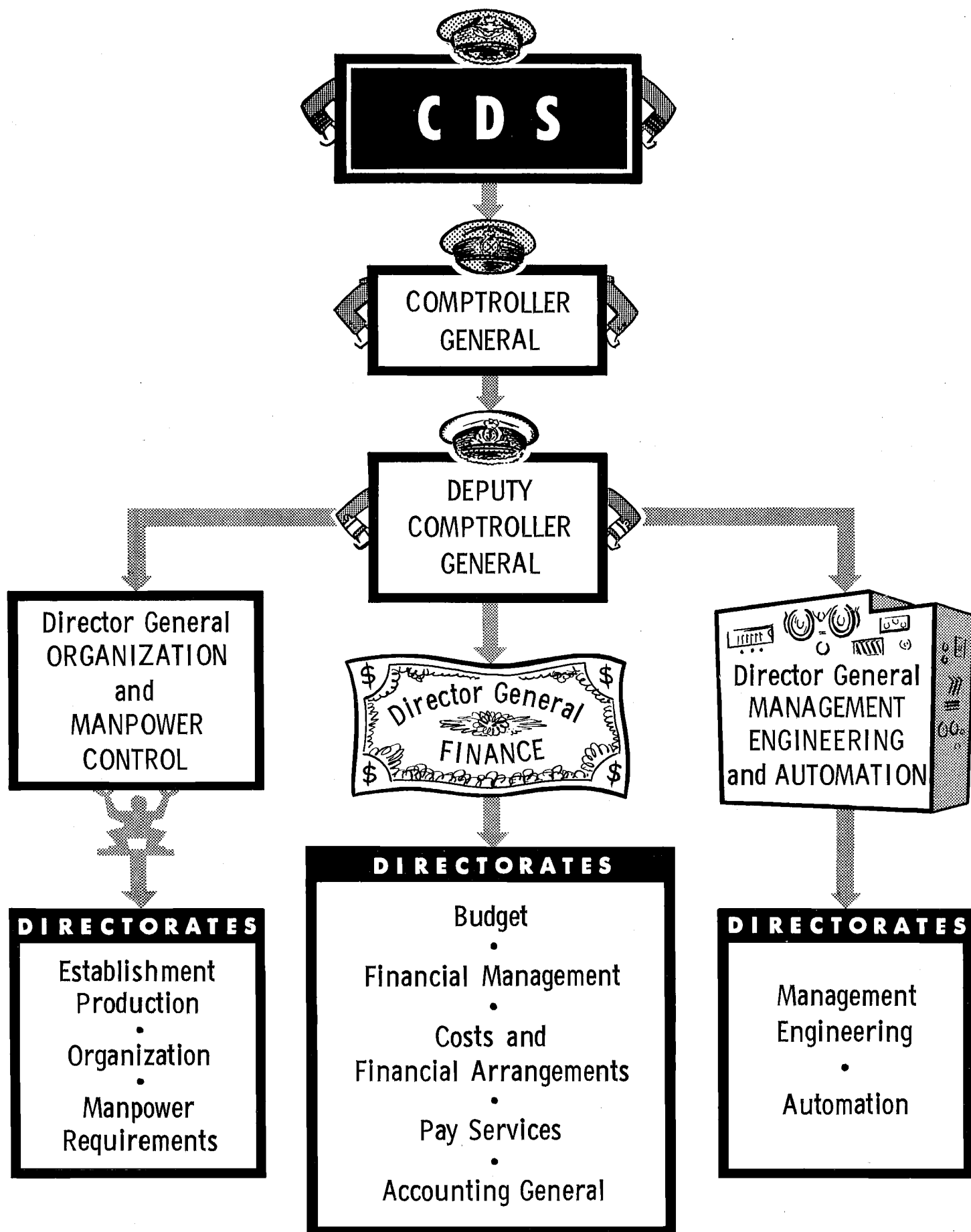
To ensure that essential interests were reorganized and protected, care was taken to provide representation from



LIEUTENANT-GENERAL R. W. MONCEL
Comptroller General



REAR-ADMIRAL C. J. DILLON
Deputy Comptroller General



the services on all staffs. The object was two-fold: to keep the day-to-day machinery running smoothly and to see that policies and procedures were developed which could best be applied to all three services.

In the nine months or so that have passed since the branch came into being, remarkable progress has been made and surprisingly few hitches have been encountered in setting up at Headquarters an integrated Comptroller organization with the capacity to carry out the

essential tasks inherited from the past and to assume those prescribed in its new terms of reference.

True, this has been but the beginning. There is much work to be done and there are many formidable problems to be overcome as integration proceeds outward from CFHQ to the field commands. However, the experience and accomplishments to date give cause to look to the future with optimism. Perhaps some of those problems will not be so formidable after all.

incorporates the Navy's one-time civil engineering branch, usually referred to as "works and bricks".

The headquarters staff in Ottawa has been reduced by 45 per cent and reorganized to simplify and redistribute duties. Under the new organization, headquarters responsibilities will be confined to policy and overall planning of construction engineering projects. Other duties such as implementation of projects, technical review, engineering advice, design services and real property services will be the responsibility of regional construction engineering offices and command, base, unit and engineering staffs.

The new regional officers will handle technical review and project implementation for all units, bases and stations in their respective areas. The offices, to be set up in Halifax, Montreal, Toronto, Winnipeg and Vancouver, also will use civilian consulting firms for engineering advice.

Base, unit and station commanders, will deal directly with the regional offices, a streamlined measure compared with the previous methods.

The new construction engineering network will come under the direction of the deputy chief of logistics (construction engineering) at Canadian Forces Headquarters, Air Commodore R. B. Whiting.

The streamlining eliminates the duplication and sometimes triplication which occurred when the three services had their own organizations.

NEW COMMUNICATION SYSTEM ESTABLISHED

ANOTHER STEP in the integration of the armed forces was taken in April with the creation of the nucleus of the new Canadian Forces Communication System. This is the first armed forces functional formation to be fully integrated under a single command.

From an initial core of a headquarters in Ottawa and 10 centres across Canada, the CFCS will eventually embrace most of the fixed communication facilities of the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force, with their overseas links. These include some 180 locations in Canada manned by about 3,600 service and civilian personnel.

At this stage, it is too early to estimate the manpower savings that will

be made once the single system is in operation, but it is expected that they will be significant.

The first commander of the new system is Group Captain D. B. Biggs, RCAF, with Lt.-Col. W. S. Hamilton, Royal Canadian Signals as deputy commander. Later this year, Cdr. E. J. Semmens, RCN, will be appointed senior operations officer.

The new communication headquarters has been set up to co-ordinate and manage the three service systems and to integrate them into one. This will be carried out progressively over a period of time while equipment is relocated and common procedures adopted. Eventually a single system will provide fixed communication facilities in Canada to all the armed forces and federal emergency organizations.

CFCS will establish squadrons at major communications centres in Canada, with each squadron providing service to Navy, Army and Air Force units within its area. Squadron detachments will be located at most of the units being served.

It is expected that the adoption of the new system will materially enhance the overall efficiency of armed forces communications and provide improved service to all users.

'WORKS AND BRICKS'

The construction engineering branches of the three services were integrated throughout Canada on May 1. The new organization has 532 armed forces and civilian personnel, a saving of 275 brought about by the integration. This



GROUP CAPTAIN D. B. BIGGS



AIR COMMODORE R. B. WHITING

OFFICERS AND MEN

2 Wrens Appointed To Overseas Duty

Two Royal Canadian Navy wrens in late April began a two-year stint at the armed forces hospital at 3 Wing of the First Canadian Air Division in Zweibrücken, Germany.

Both nursing assistants, Wrens Nora Norn of Fort Resolution, N.W.T., and Enid Palethorpe of Exeter, Ont. joined the dependents' care section in the base hospital.

Wren Norn, a full-blooded Chippawa Indian, is the daughter of Mr. and Mrs. Joseph Norn of Fort Resolution. Her father traps on the south shore of Great Slave Lake. Educated at Joseph Burr Pyrell school in Fort Smith, she worked for a time with Pacific Western Airlines. She entered the RCN in Edmonton in 1962 and was stationed at the Canadian Forces Hospital at HMCS Stadacona, Halifax, before being posted overseas.

Wren Palethorpe is the daughter of Mr. and Mrs. Joseph Palethorpe of 105 William St., Exeter. She graduated from South Huron District High School, completed the registered nurse's assistant course in London, Ont., and was employed at Victoria Hospital there. Entering the navy in 1963, she has been serving at the Forces Hospital in Halifax. She recently completed an advanced nursing assistant course at RCAF Station, Goose Bay, Labrador.

With one exception, they are the first RCN wrens to be posted overseas since the Second World War. The other was Wren Petty Officer Rosalie Auger, who was posted overseas for special duty at Buckingham Palace before the Queen's visit to Canada in 1959. Several wren officers have had appointments abroad.

19 Apprentices Graduate April 15

Thursday, April 15, was graduation day for 19 naval technical apprentices at the Pacific Command's Fleet School.

Averaging 22 years of age, the young men had successfully completed an extensive 39-month course and are nearing the peak of their formal trade training in their chosen profession. They graduated with the rank of leading seaman.



Two RCN wrens left for overseas by air from RCAF Station Trenton, Ont., on April 19 to begin two-year appointments at the armed forces hospital at 3 Wing, 1 Canadian Air Division, in Zweibrücken, Germany, as nursing assistants. Left to right are Wrens Nora Norn, of Fort Resolution, N.W.T., and Enid Palethorpe of Exeter, Ont., who receives boarding instructions from the aircraft stewardess, Airwoman Marie Cecile Buist, of St. Soverine de Proulxville, Que. Only one other RCN wren has been posted overseas since the Second World War. (PL-145186)

The graduating class was made up of 14 engineering technicians and five hull technicians. They started their training in January 1962, immediately after a 15-week basic naval training course at Cornwallis.

Graduation ceremonies were held in HMCS Naden, with certificates and major awards presented by Commodore A. G. Boulton, Commodore RCN Barracks, Esquimalt.

Special awards went to three apprentices who distinguished themselves throughout the lengthy training program. Ldg. Sea. Laurence Danby won a Department of National Defence award for attaining the highest marks among the engineering technicians. To Ldg. Sea. Gordon Clawson went another DND award for attaining the highest marks among the hull technicians.

Another major award was presented to Ldg. Sea. Harry Biles, judged to have displayed the best "all-round petty-officer-like qualities" during his training. The latter award originated with the Chief and Petty Officers' Association.

The training course is a demanding one, and covers details of every phase of either the engineering or hull technician's field. The class started with 36 members—17 having been unsuccessful in completing the course.

"It takes a special kind of man to tackle and complete this training", said Lt. John Greater, apprentice training officer. "They work hard and study hard, a high standard of conduct is set for all apprentices and they all come under traditionally strict naval discipline."

Throughout their course, the apprentices take written and practical examinations at the end of each phase. Six months of their training is spent in ships of the Pacific Command, where they gain practical experience.

Upon graduation, the young technicians join the fleet. Twelve of them are taking a naval clearance diving course with the Operational Clearance Diving Unit of the Pacific Command before joining their ships.

Lt. Thomas Kenny is officer in charge of the apprentice training program.

Ottawa Post for Captain Roberts

Surgeon Captain Richard Roberts, RCN, has been appointed to the National Defence Medical Centre in Ottawa as Chief, Department of Medicine, effective April 1.

Until November 1964 Surgeon Captain Roberts was Chief, Department of Medicine, at the Canadian Forces Hospital, Halifax, and regional consultant in internal medicine to the armed forces in the Maritimes. He also held a teaching appointment at Dalhousie University as Assistant Professor of Medicine. He is a fellow of the American College of Physicians.

Captain Roberts was born and educated in England and is a graduate of the University of Liverpool. He served through the Second World War in the Royal Naval Volunteer Reserve, seeing service in the Atlantic, the Mediterranean and in India and being twice mentioned in despatches. In 1948 he joined the RCN and came to Canada. He has since made his home in the Halifax area. While in the RCN he has served in *Stadacona* (Canadian Forces Hospital), *Magnificent*, *Niobe* and *Cape Scott*.

Captain Roberts returned in mid-March from the Medical Expedition to Easter Island. He and his wife, Dr. Maureen Roberts, spent two months on the remote island as members of a team making a scientific study of the islanders and their environment.

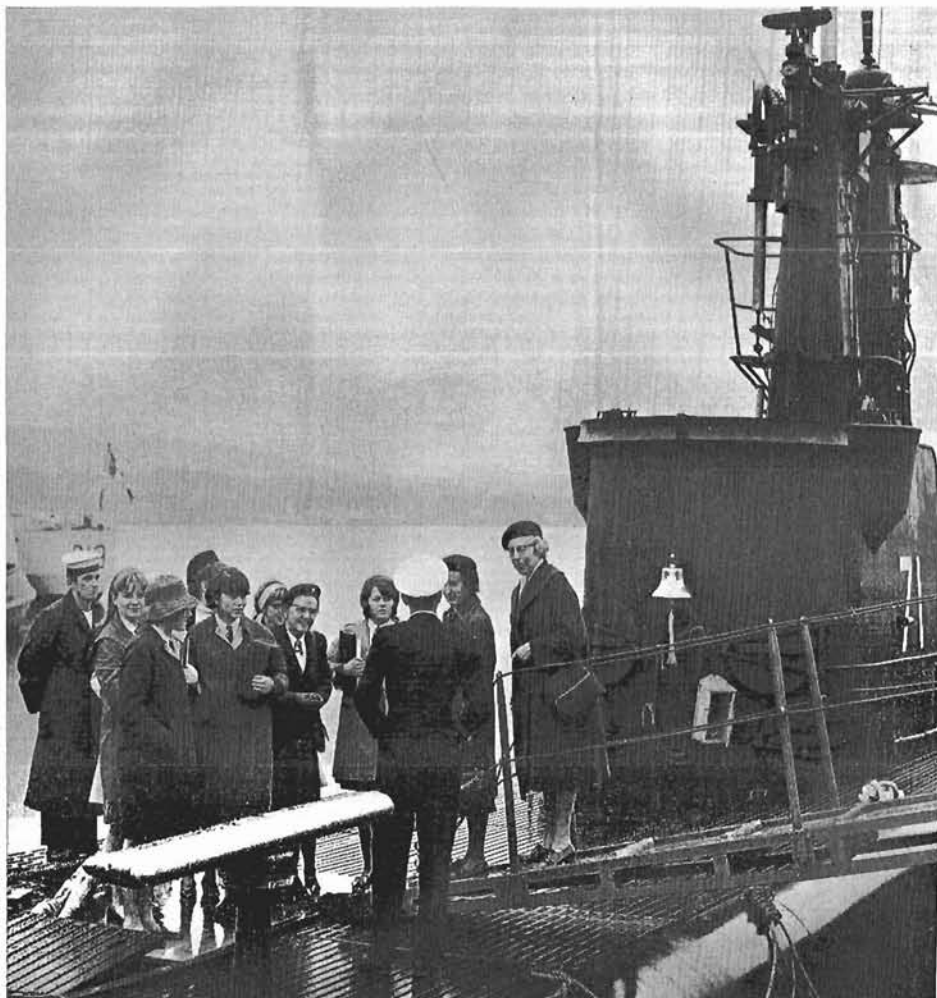
General Walsh Visits Esquimalt

Lieutenant-General Geoffrey Walsh, Vice-Chief of the Defence Staff visited Esquimalt between April 25 and 27 for briefings and familiarization tours of defence establishments of this area.

On Monday, April 26, he called on Rear-Admiral M. G. Stirling, Flag Officer Pacific Coast. A guard of honour and the band of HMCS *Naden* were paraded for his arrival.

After briefings in headquarters of Maritime Commander Pacific, General Walsh visited HMCS *Venture* the naval officer training establishment in Esquimalt Dockyard. He had lunch on board the destroyer escort *Yukon* with Captain E. P. Earnshaw, Commander Fourth Canadian Escort Squadron.

In the afternoon General Walsh attended briefings and tours in *Naden*, the naval barracks at Esquimalt, the Dockyard, and the Pacific Naval Laboratory. Later the General and Mrs. Walsh attended a tea at Government House. That evening they were dinner guests of Admiral and Mrs. Stirling at Admiral's House.



Nine senior Girl Guide Air Rangers from Regina were short-term sailors in April when they toured the naval base at Esquimalt during a visit to Victoria. The group spent nearly two hours in HMC Dockyard, including half an hour in the Grilse. Members of the party were Heather Bishop, Gail Jacobson, Jannie Lindsay, Janice Meier, Lesley Munday, Janet Upcott, Diane Willis and Jeanne Woods. In charge of the group was Air Ranger Captain Miss Adrienne Llewellyn.

On Tuesday, April 27, General and Mrs. Walsh paid a visit to the RCAF station at Comox.

Doctorate Awarded Command Chaplain

Chaplain Andrew J. Mowatt, Command Chaplain (P) on the staff of the Flag Officer Pacific Coast, has been honoured by the United Theological College of McGill University, Montreal, with an honorary Doctorate of Divinity degree.

Chaplain Mowatt came to the Pacific Command in 1958 from HMCS *Cornwallis*, where he was Senior Protestant Chaplain. He has held his present appointment since May 1963.

He has been associated with Canada's Armed Forces since 1942 when he joined the Canadian Army and served in the United Kingdom and Europe during the Second World War. He accompanied the Queen's Own Rifles during the in-

vasion of Normandy on D-Day and during the action preceding the liberation of Antwerp.

The Doctorate of Divinity degree was presented to him at a convocation at McGill University in Montreal on May 6.

Officers Named to Defence Course

Eleven senior officers of the Canadian Forces will attend the 11-month course beginning in September at the National Defence College at Fort Frontenac, Kingston.

Attending the 19th course at the NDC will be: Captains R. L. Lane, D. L. MacKnight and A. D. McPhee of the RCN, Brigadier K. H. McKibbin and Colonels S. V. Radley-Walters, W. H. Seemark and W. DeN. Watson of the Canadian Army and Group Captains S. S. Farrell, W. M. Garton, E. G. Ireland and R. H. Manson of the RCAF.

Movies Capture National Awards

Two movies entered by the Halifax Dockyard Motion Picture Guild in the 1964 inter-cities competition won first and second awards in a national competition between Canadian movie clubs.

The film "Malice Aforethought", which won a first place, was a private venture of Ken Frazer and Gordon Lay, two of the guild's long-standing members. "The Cocktail Party" was a guild endeavour which called on the talents of all members—script, production, wardrobe, lighting, acting and shooting.

School Officials Visit Naval Base

More than 100 high school and collegiate officials from across Canada had a first-hand look at the Royal Canadian Navy when they visited the Pacific Command of the RCN on April 23-25.

Principals, superintendents, counselors and other officials, with five accompanying RCN officers arrived at Patricia Bay via RCAF airlift on Friday afternoon, April 23.

The main purpose of the visit, according to co-ordinator Lt.-Cdr. Frank Dunbar, was to give the school officials an on-the-spot insight into the naval service, an outline of career opportunities in the RCN, and to stress the importance of an adequate education for young Canadians who may consider a career in today's highly specialized naval service.

The school officials went directly to HMCS *Venture*, the RCN's officer training establishment in HMCS Dockyard, where they heard a briefing on the Pacific Command and on *Venture*. Following an evening tour of Greater Victoria, they saw a documentary film program.

On Saturday morning the visiting group went on board the ocean escorts *New Glasgow* and *Ste. Therese* on a five-hour cruise into the Strait of Juan de Fuca.

That same day the group heard an address by Commodore H. A. Winnett, Commodore Superintendent Pacific Coast, and toured the dockyard area, later visiting *Naden* and the Fleet School.

On Sunday, April 25, the visitors visited the Canadian Services College, *Royal Roads*, where they saw the military college's wing parade and an inspection of the officer cadets, attended a briefing and church services and toured through the college.

From *Royal Roads* the group went directly to Patricia Bay airport to embark in their aircraft for the return flight to major cities across the country.

Navy's Postman Dies in Ontario

Postman to the Navy for a whole generation, John Roberts Smith, MC, MM, died suddenly at his home in Simcoe, Ontario, on April 9. He had come to the southern Ontario town from Dartmouth, N.S., in 1950 following his retirement as postmaster, HMC Dockyard, Halifax.

"Smithy", as his naval friends knew him, was appointed a postmaster in the Naval Service of Canada on Oct. 8, 1919. Twenty years later, he was transferred to the Fleet Mail staff as assistant and adviser to the Fleet Mail officer at the General Post Office, Halifax, and later was placed in charge of the dockyard post office. This office provided mail service to ships calling at Halifax throughout the Second World War and to shore establishments whose personnel reached a peak of some 17,500 persons.

In 1945, with hostilities at an end, Mr. Smith reorganized the Fleet Mail Office with a civilian staff and remained in charge of the naval mail service on the East Coast until his retirement in 1950.

Staff Course Pays Visit to Halifax

Officers attending the Canadian Army Staff College at Kingston, Ont., and senior directing staff members of the college visited military installations in the Halifax area April 27 to May 1.

The 87 course members and 15 directing staff officers were headed by Brigadier D. C. Cameron, commandant of the college.

They visited the Joint Maritime Warfare School at Stadacona, RCN Air Station *Shearwater* and the Bedford Institute of Oceanography.

They also witnessed the operations of an Argus aircraft and the destroyer escorts *Restigouche*, *Terra Nova* and *Ottawa*.



The people who run the complex mass of apparatus known as the Operations Trainer in the Fleet School at Stadacona got together recently to say goodbye to their officer-in-charge, Lt.-Cdr. W. T. Marchant (centre, front row), before he left to take up an appointment at the Computer Data Centre, San Diego, Calif., after a 10-week computer programming course at Norfolk, Va. Lt.-Cdr. Marchant first joined the Operations Trainer staff in November 1962. (HS-77624)

RESCUE AWARDS

A SEAMAN of the Royal Canadian Navy has been awarded the British Empire Medal and two others are to receive the Queen's Commendation for Brave Conduct for their part in the rescue March 1, 1964, of survivors from a tanker that had broken in two in a storm in the western Atlantic.

Awarded the British Empire Medal is Ldg. Sea. Donald V. Patterson.

Awarded the Queen's Commendation are PO Eric R. Jensen and Ldg. Sea. William S. Bunch, 31.

The three were members of the ship's company of the Halifax-based destroyer escort HMCS *Athabaskan* which rescued 34 men from the sinking SS *Amphialos* in rough seas 220 miles south of Halifax. It was a dramatic feat of seamanship that won world-wide acclaim.

The parts played in the rescue by the commanding officer and three other members of the *Athabaskan's* crew are recognized by the award of Chief of the Naval Staff Commendations, signed by Vice-Admiral H. S. Rayner before his retirement as CNS last July.

The four are Cdr. Peter R. Hinton, CPO William A. Doncaster, PO Sydney R. McNevin, and Ldg. Sea. Frank W. Edgar.

Ldg. Sea. Patterson, one of the *Athabaskan's* divers, plunged overboard and swam to the aid of a survivor about 70 feet from the ship. The man had become exhausted in the heavy, oil-covered seas and only his life-jacket was keeping him afloat. Patterson helped him to the ship's side, whence willing hands lifted him on board. Shortly after, Patterson spent 25 minutes in the water trying to guide a life-raft down-wind to the wreck.

"Throughout the whole of the rescue operation," Patterson's citation reads, "this man displayed personal courage and skill of a high order."

PO Jensen is commended for his "fine leadership qualities, courage and initiative" as coxswain of the *Athabaskan's* whaler. In 12- to 14-foot seas and a 30-knot wind, he tried to lay the whaler within a few feet of the plunging stern section of the tanker. The tiller broke just as he was short of the goal "but with great skill . . . he manoeuvred clear of the wreck." He then directed the *Athabaskan* to a survivor in the water.

Ldg. Sea. Bunch is cited for "outstanding leadership ability, seamanship and

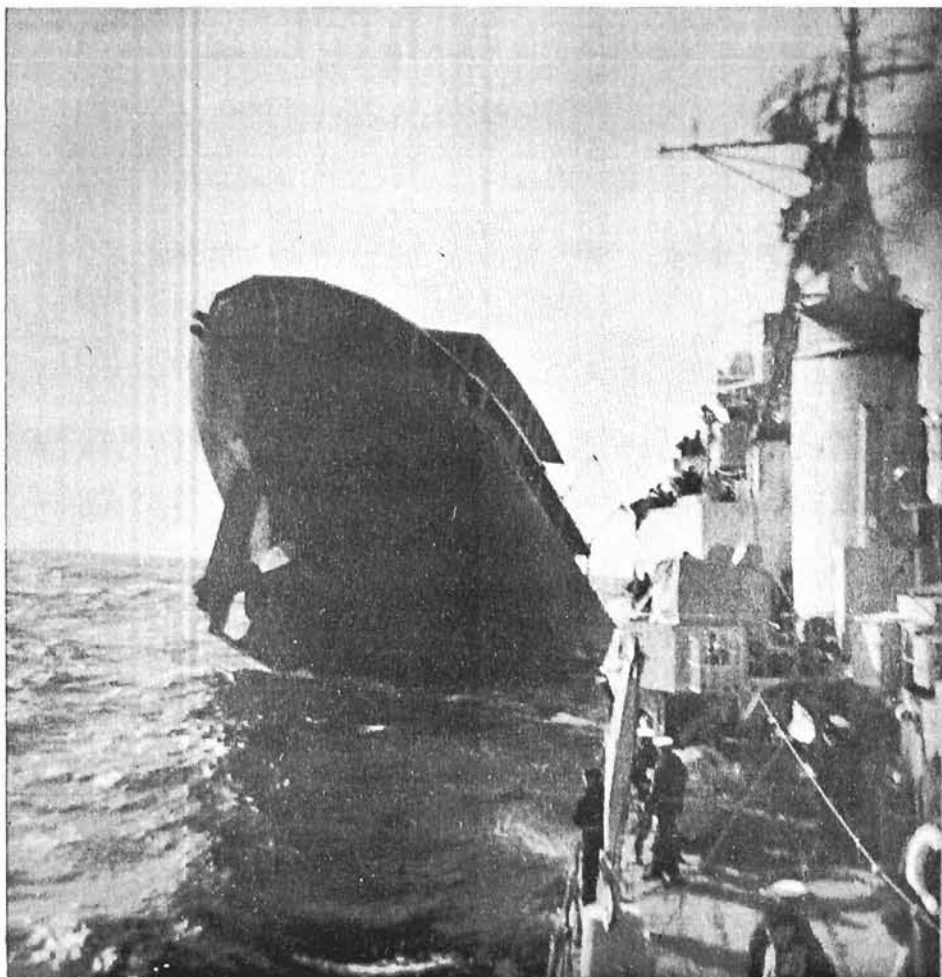


Honoured by the award of the British Empire Medal for his part in the rescue last year of 35 survivors of the shattered tanker *Amphialos* by the destroyer escort *Athabaskan* was AB Donald Patterson (centre). Six other members of the *Athabaskan's* crew also received recognition. Queen's Commendations went to PO Eric R. Jensen and Ldg. Sea. W. S. Bunch (left and right centre) and commendations from the former Chief of the Naval Staff, Vice-Admiral H. S. Rayner, to Cdr. Peter Hinton and CPO William A. Doncaster (top row), Ldg. Sea. Frank W. Edgar and PO Sydney R. McNevin (bottom row).

daring" in helping the survivors on board the *Athabaskan*. Bunch "was always the first man over the side and with a combination of skill and daring helped men up scramble nets, directed the hoisting of the injured and ex-

hausted in stretchers and generally took charge on the spot."

Cdr. Hinton was commended for his "skill, decisive action and outstanding leadership", CPO Doncaster for "skill and devotion to duty" while in charge



The Athabaskan approaches the stern section of the tank Amphicalos, which broke in two in the North Atlantic on March 1, 1964. (HS-74376)

of the Athabaskan's engine room, PO McNevin for his "leadership, organizing ability and personal skill", and Ldg. Sea. Edgar for his "courage and determination."

Since the rescue, all have taken up new duties. Ldg. Sea. Patterson is taking submarine training in a British "O" class submarine, HMS Otter. PO Jensen and Ldg. Sea. Bunch are serving, re-

spectively, in the destroyer escorts Asiniboine and Restigouche. Cdr. Hinton now commands the destroyer escort HMCS Columbia. PO McNevin is in another DDE, the Crescent. Ldg. Sea. Edgar is taking a course at HMCS Hochelaga, Montreal, and CPO Doncaster is in the Engineering Division of the Fleet School, HMCS Stadacona, Halifax.

263 LIVES SAVED

CANADIAN search and rescue teamwork saved 263 lives in 1964.

Aircraft of many types flew over 9,000 hours and ships battled heavy seas for scores of dramatic rescues.

According to figures compiled by the Department of National Defence, the biggest single rescue in the past year was the saving of 34 seamen from the broken tanker *Amphicalos* in the Atlantic by the Royal Canadian Navy's destroyer escort *Athabaskan*.

The Royal Canadian Air Force flew hundreds of mercy flights at sea, in the

mountains and to inaccessible locations in the interior and the north, saving lives by many missions and relieving suffering in hundreds of others.

A typical example occurred in December 1964, when an Albatross aircraft from 111 Search and Rescue unit located a crash in Manitoba and dropped a para-rescue team. Later a helicopter effected the rescue.

Aircraft used in search and rescue work came from the Royal Canadian Navy, Royal Canadian Air Force, Royal Canadian Mounted Police and many

civilian firms, with the RCAF flying the largest number of hours. Ships of the RCN and Canadian Coast Guard, and many fishing vessels took part in searches. Last year the ships of the RCN steamed 400 hours on search and rescue duties.

As a member of the International Civil Aviation Organization, Canada has agreed to provide search and rescue facilities for air space over Canada and waterways and ocean areas adjacent to Canada's shores. The RCAF is entrusted with co-ordination of these duties, maintaining Rescue Co-ordination Centres at Halifax, Trenton, Winnipeg, and Vancouver. Operational rescue units at Greenwood, N.S., Trenton, Winnipeg and Comox, B.C., have several types of aircraft, and parachute teams which can jump to give first aid to survivors.

The RCAF's four search and rescue units, often require aid from other agencies. Inland the RCAF may ask a civilian airline for help, while on the coasts everything from the tiniest fishing vessel to the largest RCN ship may be called on.

LETTER

Dear Sir:

In the February edition of *The Crow's nest* there were certain errors and omissions regarding the *St. Laurent*. The first was an omission in the *RCN News Review* item "Spring Training Takes Ships Afar". All ships which were participating in Maple Spring at the time, with the exception of the *St. Laurent*, were mentioned.

The *St. Laurent* took part in Maple Spring from Jan. 13 to Feb. 26, in company with the *Bonaventure*, *Provider*, *Columbia* and HM Submarine *Alcide*. Also, while in San Juan, Puerto Rico, she took on medical stores and equipment for a hospital in Bridgetown, Barbados. The shipment was stowed in her hangar.

She also showed off a new piece of equipment, to aid replenishing with the *Provider* to 13 military attachés representing many countries. The Governor of Barbados was embarked on that day.

The next were errors in the story on the new flag on page 8. First of all, the *St. Laurent* is a helicopter-destroyer (DDH) and not a destroyer escort (DDE). Also, the ships were both in Bridgetown, Barbados—not St. Croix.

Yours truly,

R. RUSTON
Leading Seaman

HMCS *St. Laurent*,
Fleet Mail Office,
Halifax.



Home from the Sea

Athabaskan Veterans Meet

Thirty-two survivors of HMCS *Athabaskan* on April 17 attended special memorial services for the 134 men who died in the Second World War tribal class destroyer, five of them killed by glider bomb and the rest lost when the ship was torpedoed and sunk.

The men, who are among the 127 rescued after Nazi coastal guns sank the destroyer off the coast of France in 1944, held their first reunion at the Caravan Motor Hotel in Edmonton.

The services were conducted by Rev. J. E. McGrane, retired Roman Catholic naval chaplain, and were attended by the men and their wives.

The reunion began Friday night April 16 with a supper featuring a film on the 1964 Grey Cup game.

On Friday afternoon the wives had attended a luncheon in the Royal Glenora Club while the navy veterans held a business meeting.

The next reunion is planned for the 1967 Montreal World's Fair. An executive committee was elected to plan the function.

Highlight of the sessions was the main banquet in the Caravan Penthouse on Saturday night.

On Sunday some of the men drove to Calgary to visit Chuck Kent, who lost both legs during an air attack on the *Athabaskan*.

Representatives from Halifax, Vancouver, Ottawa, Regina, Winnipeg, Calgary, Red Deer and Victoria were present at the reunion.

Two Well Known Officers Dead

Death has claimed two officers who were widely known in the Royal Canadian Navy. Rear-Admiral Ernest Patrick Tisdall, who was Vice-Chief of the Naval Staff at the time of his retirement in 1961, died in Victoria, on March 19 at the age of 58.

Two days later, on March 21, death came in Ottawa to Cdr. Ernest Haines,

one of Canada's oldest retired naval officers in his 90th year. Both were gunnery specialists; both, in 1943, were in charge consecutively of the Naval Armament Depot in Dartmouth, N.S.

Admiral Tisdall, who had been Vice-Chief of the Naval Staff and a member of the Naval Board since January 1958, went on retirement leave June 30, 1961, and took up residence in Victoria.

Following a private memorial service in St. Paul's Garrison Church, Esquimalt, on March 23, the ashes of the late Admiral Tisdall were embarked in HMCS *Fraser* and committed to the deep.

Naval honours were also accorded to Cdr. Haines, who was buried in Pinecrest cemetery, Ottawa, on March 24.

Rear-Admiral Tisdall was born in Newchang, North China, on Oct. 29, 1906, the son of an English banker. He attended school in England and in Victoria, B.C., before entering the Royal Naval College of Canada, then located in Esquimalt, for the 1921-22 term. The college closed down that year and Admiral Tisdall's naval training was inter-

rupted until 1924, when he went to the Royal Navy as an RCN cadet.

In the years before the Second World War he served in both British and Canadian warships, specializing in gunnery. He commanded the Royal Guard at Victoria for King George VI during the 1939 Royal Visit and the following day was in command of the parade at which His Majesty presented the King's Colour to the Royal Canadian Navy.

After war broke out, he commanded HMCS *Skeena* for several months, held senior positions on the East Coast and at Naval Headquarters and commanded the destroyer *Assiniboine*.

With the acquisition of the cruiser *Ontario*, Admiral Tisdall was appointed to stand by during construction and, on the ship's commissioning in 1945, became her executive officer and proceeded in her to the Far East for the closing phase of the war against Japan. The ship was present for the liberation of Hong Kong.

He served ashore on the West Coast and at Naval Headquarters for some four years and then took command of the *Ontario* in 1951. His ship was chosen



REAR-ADMIRAL E. P. TISDALL



CDR. ERNEST HAINES

to convey Their Royal Highnesses the Princess Elizabeth and the Duke of Edinburgh from Charlottetown to Sydney and St. John's.

He became Commodore RCN Barracks, Halifax, in March 1953 and Senior Canadian Officer Afloat (Atlantic) flying his broad pennant in the aircraft carrier *Magnificent* in August 1955.

The following year he was named chairman of the committee set up to study the personnel structure of the RCN, a committee whose wide-ranging recommendations were commonly known as the "Tisdall Report".

He was promoted to the rank of rear-admiral on taking up the appointment of Vice-Chief of the Naval Staff.

Cdr. Haines (he was known as "Daddy" Haines among his friends all across Canada, had a naval career that spanned more than half a century.

Born in Bristol, England, in 1876, he joined the Royal Navy at the age of 16 and 20 years later, in 1912, he volunteered to serve in the cruiser HMCS *Niobe*, which had been acquired by the young Royal Canadian Navy in 1910.

Before that, however, he had served for two years in China, had attended gunnery and torpedo school, served in the Persian Gulf, spent time in Bombay and British Somaliland and had been confirmed in the warrant rank of gunner.

For three years he served on the staff of HMS *Excellent*, the Whale Island gunnery school at Portsmouth, England.

After serving in the *Niobe*, he was for a time in the West Coast cruiser, HMCS *Rainbow*. His First World War service was in the Pacific. Commissioned as a lieutenant in 1919, he was awarded the MBE for his war-time service.

Cdr. Haines retired from the Royal Navy in 1926 as a lieutenant-commander. Between wars he was a civil servant with the RCN. His gunnery experience was put to good use in 1937 when he was selected by the Dominion of Canada Rifle Association as adjutant of the Canadian Bisley Camp. For a number of years he was camp commandant at Connaught Rifle Ranges and in 1955 he was made a life governor of the DCRA.

Recalled to active service by the RCN on Sept. 1, 1939, he was promoted to the rank of commander on Jan. 1, 1943. Three years later, on his 70th birthday, Jan. 14, 1946, he was awarded the OBE, the citation noting that he had to his credit 54 years of combined service to the RN and RCN. "He has shown unusual keenness and energy in the performance of his duties during the present war and his experience has been of inestimable value and set a fine exam-

ple, which has been an inspiration to all with whom he has come in contact."

Of the memories of a crowded and active life, there was one that Cdr. Haines cherished above the others. It was of the moment when he was chosen as one of the 100 sailors given the honour of hauling the gun carriage on which Her Majesty Queen Victoria's body was conveyed from Windsor station to St. George's Chapel.

HISTORIC SHIP TO BE RESTORED

THE RCMP schooner *St. Roch* the first vessel to navigate the Northwest Passage from west to east, will be preserved as a national historic monument. National Resources Minister Arthur Laing and Major William Rathie of Vancouver recently signed an agreement for her restoration.

Vancouver, which acquired the *St. Roch* in 1954, will erect a closed shelter for her near the Maritime Museum. The Department of National Resources, through its Historic Sites Division, will be responsible for restoring the ship at an estimated cost of \$70,000.

Built in 1928, the 80-ton vessel served for 26 years as an Arctic patrol and supply ship. Her master was RCMP Superintendent (then Staff Sergeant) Henry A. Larsen, who died last year in Vancouver.

The *St. Roch* conquered the Northwest Passage twice—from west to east in 1940-42, and from east to west in 1944. The first of the voyages, from Vancouver to Halifax took 27½ months; the second, in the opposite direction, only 86 days. Earlier, the sturdy little vessel had been frozen in for seven winters in Arctic waters. In 1943 she patrolled the eastern Arctic.

The two-masted *St. Roch*, which usually carried a crew of nine, is 134 feet long, with a beam of 25 feet and a draft of 13 feet when fully laden. She is powered by a diesel engine. Her hull, built of extra-thick timbers of Douglas fir, is protected by a sheath of Australian gumwood from the grinding of ice-floes.

In 1954 the City of Vancouver bought the *St. Roch* from the Federal Government for the cost of sailing her from Halifax—\$5,000. She was displayed that year during the British Empire Games in Vancouver. In 1957, she was transferred to Vancouver's new Maritime Museum, where she was placed in dry-dock as a permanent exhibit. In May 1962 the *St. Roch* was declared a national historic site.—*Canadian Weekly Bulletin*, Department of External Affairs.

The horses which had been waiting to perform the duty became restive because of the cold and broke their traces. The Royal Navy took over and established a tradition that has been observed at all British state funerals up to the present.

Commodore Taylor To Retire in July

Commodore Paul D. Taylor who has headed the Royal Canadian Reserve as Commanding Officer Naval Divisions for the past five years, will proceed on retirement leave July 7.

Commodore Taylor entered the RCNVR in August 1940 as a lieutenant.

During the war he was executive officer of the minesweeper *Burlington*, navigating officer of the destroyer *St. Clair*, commanded the minesweeper *Esquimalt*, corvette *Shediac* and frigate *Matane* and was executive officer of HMCS *Naden*, west coast training establishment.

After various shore appointments, he took command of the destroyer *Sioux* in mid-1950 and was her captain for two tours of duty in the Korean war theatre. For his services there he was awarded the Distinguished Service Cross, a mention in despatches and the U.S. Legion of Merit.

Following senior staff appointments in Washington and Halifax, he took command of the destroyer escort *Crescent* in 1955 and was additionally Commander Second Canadian Escort Squadron.

He was appointed, in May 1957 as Naval Member, Canadian Joint Staff, London, with the additional appointments of Canadian Naval Member of the Military Agency for Standardization and Senior Officer in Command.

Boy Scout Official Served in Navy

A veteran of naval service in the Second World War, Leonard L. Johnson, Director of Information Services for the Boy Scouts of Canada, died suddenly in Ottawa on April 19 as a result of a cerebral haemorrhage.

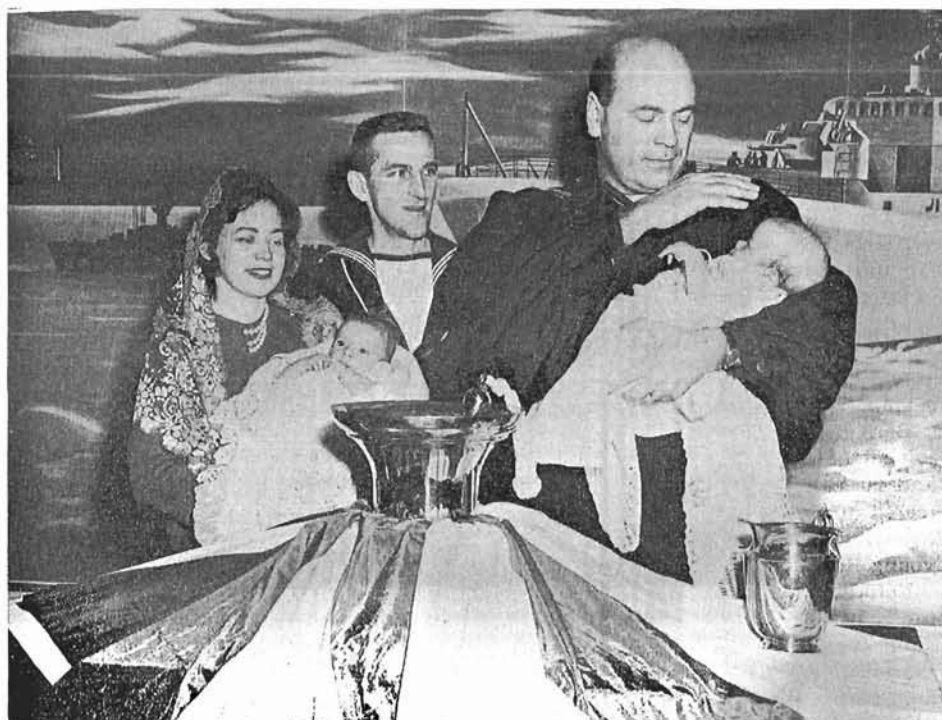
Born in Croydon, England, he came to Canada as a small boy and had been associated with the Boy Scout movement ever since he joined at the age of 12 years in Saint John, N.B.

Following five years service in the RCNVR, Mr. Johnson was demobilized in the rank of lieutenant and joined the staff of the Boy Scout National Headquarters in Ottawa in 1945, a year later heading the new public relations department.

HERE AND THERE IN THE RCN



PO C. B. Livingston of Utility Squadron 33, Patricia Bay, has received a cash award for his development of a tire aligning tool for aircraft. The presentation was made by Lt. G. J. McMillen, executive officer of VU33. (E-80148)



Earl and Bruce, the bright-eyed twin sons of Ldg. Sea. and Mrs. H. J. McQueen, were christened at HMCS Donnacona, the Montreal naval division, on Jan. 17 by Chaplain John Simms. (ML-15142)



Fourth-grader Kerry Dumond, of Victoria, was startled and amused when she found this deep-sea diving outfit was occupied. Little Kerry was one of 40 students of an elementary school who recently visited RCN Pacific Command's diving establishment at Esquimalt. Students also saw mine and bomb displays and were advised what to do if they should ever find such objects on beaches or elsewhere. (E-79487)



With a traditional Boy Scout shake with left hands, Pryce Gibson, Halifax North District Commissioner for the Boy Scouts Association, presents the charter for the 1st Chaudiere Rover Crew to Cdr. R. G. MacFarlane, commanding officer of HMCS Chaudiere. Petty Officer Peter Wilkins, the Rover Crew leader, looks on. This Rover Crew, for scouts aged 16 to 23 year and organized among members of the RCN ship's company, is unique in the Canadian scouting world. (HS-77441)



Blood donating can be a merry event if one is to judge by the expressions of Miss D. Hippe, of Vancouver, and Officer Cadet J. V. Taynen, during the annual Red Cross blood clinic of the Canadian Services College, Royal Roads. Cadet Taynen is studying at Royal Roads in preparation for an army career. (RR-3607)



Inspection of the guard in HMC Dockyard started a busy one-day visit to the RCN's Pacific Command on April 26 for Lieutenant-General Geoffrey Walsh, Vice-Chief of Defence Staff. With him is Rear-Admiral M. G. Stirling, Flag Officer Pacific Coast. On April 27 he visited RCAF Station at Comox, Vancouver Island.



The annual inter-squadron regatta was held at Canadian Services College Royal Roads on April 7. The cadets competed in a war canoe race using paddles to propel the heavy whalers, the event being won by No. 3 Squadron. Whaler pulling and dinghy sailing were other events and it was late afternoon by the time this picture was taken. (RR-4058)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Provider

Seventy-four cartons of books and school supplies, a gift from the schools and school administrators of the Annapolis-Digby-Kings counties area of Nova Scotia, were presented this spring by Captain K. H. Boggild, commanding officer of the *Provider*, to Wallace Barteaux, representing the Barbados Ministry of Education, for use in the schools of the Barbados Island.

The books and supplies were collected in response to an urgent appeal by Mr. Barteaux, a former Kings County resident and now science tutor at Erdiston Teachers' College, Barbados, and were transported to the West Indies by the *Provider*.

Speaking at the presentation, Mr. Barteaux said that the purpose of sending the books was to bring about a closer contact between the children of Nova Scotia and the West Indies.

"It is hoped that this will open up an avenue of correspondence between the participating schools," he said. "Already some of the pupils of the Nova Scotia and Barbados schools are corresponding and have made pen-pals."

Mr. Barteaux also said Canadian interest in the West Indies was increasing by leaps and bounds. "The teachers of Nova Scotia are cognizant of the high standard of education in Barbados and the outstanding effort of the present government to catch up with the increasing rise in school population by providing adequate facilities in all phases of education," he said.

The books, which cover a wide range of subjects, embracing infant, primary and secondary stages of education, will be used to ease the critical shortage of suitable school literature for the island's 50,000 school children.

HMCS St. Laurent

The *St. Laurent* has returned from the Caribbean after having exercised for six weeks with American and Canadian forces in Operation Maple Spring. The time was spent for the most part at sea as plane guard with HMCS *Bonaventure* and replenishment-at-sea trials with HMCS *Provider*. Ports of call included San Juan, Puerto Rico, and



U.S. Marine Corps Captain Jim Toth gives a blow for the crew of HMCS *Provider*. The *Provider* was refuelling Commander U.S. Second Fleet's flagship USS *Newport News* at sea during combined U.S.-Canadian operations in the Caribbean. (U.S. Navy Photo)

Charlotte Amalie, St. Thomas in the Virgin Islands, and also Bridgetown, Barbados.

In addition to these exercises the *St. Laurent* participated in "Operation Handclasp".

Operation Handclasp is a project which enables large American corporations to ship goods donated to charitable organizations in the Caribbean islands through American military transport facilities. One such shipment

of goods, destined for a missionary hospital in Barbados, had been transported by the U.S. Navy over a period of several months from Norfolk, Va., to San Juan.

Since the *St. Laurent* was slated for a week's visit to Barbados, her commanding officer, Cdr. D. D. Lee, volunteered the use of his ship to transport the goods in the last leg of their journey.

The shipment, 82 cases of medical stores and other equipment, weighing

15 tons, was stored in the helicopter hangar. Among the stores transported were operating tables, office cabins, nursery bassinets, and pews for the hospital chapel.

On arrival in Barbados the *St. Laurent* was met by Sister Mary Eugene and Sister Mary Emmerika, both of the Sisters of the Sorrowful Mother, Order of St. Francis of Assisi, under whose direction the hospital is being built.

The shipment was loaded onto several trucks to be taken to the hospital in the north end of the island. Several of the *St. Laurent's* sailors accompanied the trucks to the hospital to help in the unloading and were treated royally for their efforts.

A letter received by Cdr. Lee on departure from Barbados said in part:

"Esteemed Mr. Lee and Crew:

"Last Saturday the bright days in Barbados were made brighter still by the approach of the *St. Laurent*, because she brought our long awaited cargo from San Juan. This was enhanced by the pleasant visit we had on board the ship.

"Sister M. Eugene and myself, want to express our sincere gratitude for your royal and kind hospitality. Even with the smart salute, there was a warmth at which we did not at all feel out of place. In fact, we noticed some similarities between life in the Navy and life in the Army of Christ. We were greatly impressed by the order and organization of the ship and inspired by your kindness and courtesy. We would like to compliment the captain, executive and administrative officers by saying you are running a tight ship.

"Sister M. Irene joins me in gratitude to all who in any way have helped to handle and care for our 'Handclasp' cargo. We wish to give a special vote of thanks to the five hard working sailors who helped to unload at Villa Maria. As long as Canada, our next door neighbour in the States, continues to export men like those whose hearts are as wide as the open plains, then Canada can be justly proud . . ."

"Respectfully and gratefully,

SISTER MARY EMMERIKA, SSM"

HMCS *Nipigon*

Last November the *Nipigon* took a month off to digest the cyclic system by going down to the Caribbean to carry out a work-study investigation for the Director General Ships and a habitability trial in warm waters.

After a busy trip south, during which the newly cycled ship's company carried out a series of drills and exer-

cises, the *Nipigon* arrived at Bridgetown, Barbados, for a stay of four days. Armed with Canadian, American and "Beewee" (BWI) money, the ship's company descended on the island, where most of them promptly were tied in knots by the ambiguity of the term "dollar". However, there were opportunities for swimming, golf, and dancing to the ever-present steel bands. Amateur photographers were kept busy recording the natural beauties of the island, with one or two exceptional shots being taken.

The next port was San Juan, Puerto Rico, where the ship's company acted as a reconnaissance party for the assault launched in early 1965 by a large portion of the RCN during Exercise Maple Spring 65. Among the highlights of the survey was the inspection of the Caribe Hilton's casino's facilities.

Spending power depleted, the *Nipigon* sailed north to Hamilton, Bermuda. A week of work with the *Bonaventure* was punctuated by an eight-hour stay in Quonset, Rhode Island. The two ships then set sail for Halifax, and the *Nipigon* finally returned to the land of the cyclic system about a week before Christmas, the only regret being that all the gorgeous tans had paled appreciably in the week with the *Bonaventure*.

On Jan. 18 the *Nipigon* entered the cyclic system in phase one. As many

"package courses" as possible were arranged for the ship's company, ranging in scope from painting to firefighting to electronics.

Sports afternoons were organized for each Friday, to include interpart volleyball, basketball and squash, with a period of calisthenics as a warm-up.

The *Nipigon's* bowling team won the First Squadron tournament, and went on to represent the squadron in the Atlantic Command tournament at Cornwallis, where it came fifth.

In curling, the *Nipigon* was represented in the Tri-Service Bonspiel at Greenwood, and the Atlantic Command bonspiel at Cornwallis.

Three members from the *Nipigon* helped the Fleet Club darts team to win the tri-service championship in the Halifax area.

In May the *Nipigon's* period "alongside the wall" ended and the whole ship's company was glad to become an operational part of the Navy once more.

PACIFIC COMMAND

HMCS *Sussexvale*

The *Sussexvale*, under Lt.-Cdr. T. C. Shuckburgh, sailed from Esquimalt on Jan. 25 with the *New Glasgow* in company. Twenty-one cadets of the Short Service Officer Plan were on board and the ships were scheduled to



Her Excellency Madame Vanier looks over the combined photographs of ship and ship's company presented to her by Cdr. Donald R. Saxon on behalf of HMCS *Nipigon's* ship's company at an informal ceremony in Government House, in Ottawa, in April. Madame Vanier was sponsor of the *Nipigon* and Cdr. Saxon is commanding officer of the Halifax-based helicopter-destroyer. (PL-145188)

carry out a nine-week training cruise to Central America.

After exercises in the islands off southern California, including an underway replenishment and a shore bombardment, the ocean escorts entered Long Beach on Feb. 6 for a five-day visit.

Sports activities were arranged for cadets and ship's company, and parties toured Marineland and Disneyland. A highlight of the stay in the California naval base was the visit to the *Sussexvale* of Miss Cherie Foster, a Hollywood film starlet, who lunched in the main cafeteria where her host was AB Doug Daschner. While in Long Beach, the ocean escorts welcomed the *Yukon*, just returned from the East Coast.

On Feb. 15, while en route to Balboa, a ceremony was held on the quarter-deck during which the White Ensign was lowered and Canada's national flag was hoisted.

The group arrived at Balboa, the Pacific terminal of the Panama Canal, on Feb 22 for a four-day stay. In spite of the heat, softball and golf tournaments were held, and the cadets participated in a swimming tabloid.

From Balboa the *Sussexvale* turned north again, and headed for Puntarenas, a small port in Costa Rica, where the ship spent five days in company with the *Yukon* and *New Glasgow*.

While the people of Puntarenas greeted the *Sussexvale* with friendly hospitality, the attractions of the small (population 20,000) seaport were of necessity limited and the highlight of the visit was a trip to San Jose, the capital city.

The railway from Puntarenas soon leaves the torrid heat of the coast behind. With Canada's national flag flying proudly from the engine, the special electric train, provided by the government of Costa Rica, climbed into the foothills. The officers, cadets and men from the three ships were glued to the windows as they watched the green, mysterious jungle slide by them. Cameras clicked and whirled, and then the train broke out into more open country, dotted with small ranches where white longhorn cattle grazed and gauchos, complete with wide-brim hats and machetes, slouched on their small, wiry horses.

Back into jungle again, and now the railroad wound a serpentine way into the mountains, with spectacular drops into immense canyons where the flash of rushing streams could be seen through the brilliant, green foliage.

The track was lined with small corrugated iron shacks, each with its com-



This photo could well be captioned "Hands to stations for leaving harbour" as the old river steamer Saskatchewan leaves Squaw Rapids, on the Saskatchewan River, for Cumberland House, sometime before the turn of the century. The 146-foot stern wheeler is believed to have been the first ship in Canada named Saskatchewan. (E-78353)

FIRST SASKATCHEWAN

TWO PICTURES of what is believed to have been the first ship in Canada ever to be named *Saskatchewan* have been presented to the destroyer escort HMCS *Saskatchewan*, a unit of the Second Canadian Escort Squadron.

The pictures were given to the ship by Lt.-Cdr. Stan W. Riddell, former weapons officer on board the ship, who is now on the staff of the Flag Officer Pacific Coast.

They were found by Lt.-Cdr. Riddell's father, director of power production, Saskatchewan Power Corporation, while

he was doing research for hydro development at Squaw Rapids on the Saskatchewan River.

The old photographs were found at Cumberland House, about 50 miles upstream from Squaw Rapids.

The original *Saskatchewan* was built for the Hudson's Bay Company in Winnipeg in 1882 for the Squaw Rapids-Cumberland House run. She had a displacement of 219 tons, a length of 146 feet and a beam of 24½ feet. Her flat bottom gave her a shallow draught of 7.2 feet.

The vessel was laid up in 1907.

plement of waving children, and once the train stopped at a small town where other children rushed forward with limes, nuts and sticky concoctions of popcorn and honey.

At noon—four hours and 72 miles out of Puntarenas—the train arrived in San Jose. The Canadian had until 8 o'clock the following morning to explore the beautiful capital city, and they took full advantage of their time there.

They found that accommodation and feed were cheap by Canadian standards, but the main impression that they took

away was of the friendliness of the people. Wherever the Canadian uniform was seen there were smiling faces and "Canada muy bueno"—"Canada very good".

On departure from the friendly Central American republic the *Sussexvale*, *New Glasgow* and *Yukon* steamed southwest to remote Cocos Island, which legend says is the hiding place chosen for his treasure by the pirate Captain Kidd.

While anchored off the colourful, tropical island the ships took part in a fishing derby with points being awarded

for biggest and smallest fish, and the largest number caught. When all catches were tallied, including several small sharks and sea snakes, it was found that honours were even.

The next port-of-call was Salina Cruz, Mexico, at the head of the Gulf of Tehuantepec, where a brief overnight stop for fuel was made. On the way, the *Sussexvale* participated in tactical exercises with the other ships and continued her SSOP cadet training program.

From Salina Cruz the ship continued northward, and arrived on March 15 at the Mexican town of Mazatlan, a holiday resort that competes with Acapulco for its share of vacationers.

The next leg of the cruise took the ships to Sacramento, state capital of California, from there they would sail home to Esquimalt.

NAVAL DIVISIONS

HMCS Carleton

His Worship Don Reid, Mayor of Ottawa, was presented with a framed picture of HMCS *Ottawa*, destroyer escort, as a gift to the City of Ottawa when he attended ceremonial divisions at HMCS *Carleton*, the Ottawa naval division, January 28.

The picture, a coloured photograph of the warship taken at sunset while she was steaming through the China Sea en route to Colombo, Ceylon, was presented by *Carleton's* commanding officer, Captain John M. Robertson.

The City of Ottawa's sea-going namesake (actually both city and ship are named after the river of the same name) is the third of the name and the first built in Canada. The first HMCS *Ottawa*, was commissioned in 1938, was torpedoed and sunk in 1942. The second, commissioned in 1943, saw duty in the North Atlantic and in the invasion of Normandy. She was paid off



A double award winner is congratulated by Mayor Don Reid of Ottawa during ceremonial divisions at HMCS *Carleton*, the Ottawa naval division. Wren Willa-Jean Bellman won awards as best wren and best woman athlete. (O-15955)

at the end of the war. The present *Ottawa*, a St. Laurent class destroyer escort, was commissioned in 1956 and just last fall was recommissioned as a helicopter-carrying DDE, equipped with variable depth sonar.

The picture presentation took place on the parade deck at *Carleton* following a march past of the ship's company, during which Mayor Reid shared the dais with Captain Robertson. The Mayor afterwards presented top performance awards to nine seamen and wrens of the division and congratulated Lt. Ann Donaldson, who received the Canadian Forces Decoration from Captain Robertson.

After the parade, Mayor Reid was shown through divisional headquarters by Captain Robertson, saw playoffs in basketball and volleyball and watched a judo and karate demonstration by the Ottawa Black Belt Association. After chatting with members of the

ship's company he attended a reception in the wardroom.

The awards made during the evening were:

Best Wren and Best Woman Athlete: Ord. Wren Willa-Jean Bellman;

Best New Entry: Ord Sea. G. R. Carroll;

Proficiency in General Training, Part I: Ord. Sea. B. G. Boucher;

Proficiency in General Training, Part II: Ord. Sea. Christopher Henoch;

Most Proficient in Communications: Ldg. Sea. Wayne Snyder;

Best Bandsman: AB Harry Kidder;

Best Attendance Record: Ldg. Sea. Gordon Martin;

Best Male Athlete: Officer Cadet Graham Thompson.

HMCS Cabot

Canada's new flag was raised in an appropriate ceremony in HMCS *Cabot*, the St. John's, Nfld., naval division, at 11:45 a.m. on Feb. 15, 1965.

Cabot was thus the first fleet establishment in Canada to hoist the national flag, since Newfoundland is in a time zone half an hour ahead of the mainland.

An armed guard of 14 men under the gunnery officer was assembled and rendered the honours. A ceremonial piping party was formed from the regular staff.

Former commanding officers of the division were invited to be present, as well as Commanders E. B. Pearce and William Bremner, both of whom served as Naval Commander, Newfoundland, before retirement. The Lieutenant Governor, Cdr. Fabian O'Dea, RCNR (Ret), was unfortunately unable to attend.

Following a short prayer, the White Ensign was lowered for the last time, with the guard at the present and pipes sounding the still. The new flag was sent aloft with similar honours and a prayer based on the one read in Ottawa was recited by the chaplain.



THE NAVY PLAYS

West Coast Team Wins Rugger Trophy

Members of the Pacific Command's representative rugby team are wearing justified smiles of victory.

In the first game of its kind ever played, the Pacific Coasters tore up the turf to the tune of 10 to 3 against a team representing the RCN's Atlantic Command. Played at HMCS *Naden* in April, it was the first East vs. West rugby game held by the Navy.

To the Pacific Command victors went the Admiral's trophy, presented personally by Rear-Admiral M. G. Stirling, Flag Officer Pacific Coast. It is hoped to make the game an annual event.

Heroes in the goal department were PO William Hiltz, of the *New Glasgow*; and Able Seamen Michael Reynolds and George Ganley, both naval technical apprentices at the Fleet School, *Naden*.

Coach and manager of the team was Lt. Sam Paterson, of *Naden*, while the captain was UNTD Officer Cadet Ronald Copley, who attends the University of Victoria.

Football League Almost Wiped Out

Stadacona Sailors have requested a one-year leave of absence from the Atlantic Football Conference. The withdrawal leaves the circuit with only two teams. A spokesman said *Stadacona* team officials informed the conference it would not be able to field a team for the 1965 season because many players would be serving at sea next fall.

Seven university teams withdrew from the original nine-team league last fall to form their own intercollegiate league.

Shearwater Flyers and a new entry, Halifax Buccaneers, may play a series of exhibition games, the spokesman said, and added there was the possibility another team or teams could be found to form a league and thus qualify Nova Scotia to challenge for the Canadian intermediate title. Any challenge from the province must come from a league of three or more teams.

Ottawa Curlers Top Navy Bonspiel

Ottawa's Doug Gillis, a retired chief petty officer, is the Royal Canadian Navy Curling Association's top curler.



Ord. Wren Linda Lambert, of Grand Manan, N.B., and Ord. Wren Helen Blackburn, of Pincher Creek, Alberta, exchange friendly challenges at the beginning of the second game of a home-and-home invitational basketball series between the wrens of *Stadacona* and *Cornwallis*. Wren Lambert's powerful *Stadacona* team overpowered the *Cornwallis* crew led by Wren Blackburn to win the two-game series. The game was played in *Cornwallis*. (DB-19683)

He led his rink to an 8-4 win over club-mate Cdr. Horace Williams in the association's 9th annual bonspiel in Ottawa in early April.

Twenty rinks from Halifax to Esquimalt and from as far south as Washington, D.C., and as far north as Inuvik, N.W.T., with HMCS *Swansea*, representing the Navy afloat, took part in the four-day bonspiel on Navy ice. Twelve Ottawa rinks from non-Navy clubs shared in the fun.

The Gillis rink received the Westinghouse trophy for its fine effort. Second-flight winner of the Ross trophy was another Ottawa foursome, skipped by Lt.-Cdr. Roby Harper. He defeated association president and clubmate, Lt.-Cdr. Norm Denné 14-8.

Winner of the MacGillivray trophy was CPO Howard Ward's *Naden* rink, which defeated ex-war-time sailor Ennis Garland, of Ottawa, 8-6. High-

light of the match was a three-ender by Naden in the fifth.

Ottawa's HMCS Gloucester entry skipped by Lt. Jack Wilson defeated CPO John Howell's Stadacona rink 13-10 to take the Wright trophy. The Ottawa sailors scored four in the sixth end and never looked back.

The Lavalley trophy, presented for the second time to the rink winning the round robin which determines the flights, was won by AB Bryan Bettesworth's HMCS Coverdale foursome from Moncton, N.B. Runner up was Lt.-Cdr. Bill Harris' Stadacona entry.

The association was formed in 1957 to promote curling in the Navy and encourage the formation of member clubs. Twelve Navy clubs entered 20 rinks in the 'spiel.

Chairman of the event was Lt.-Cdr. Charles Bicknell. His committee included Lt.-Cdr. W. G. Powell, secretary; Lt.-Cdr. Norman Booth, treasurer; WO Stanley Dacey, RCOC, draw; Lt.-Cdr. Walter Huculak, accommodation, and CPO Donald Crawford, chief umpire.

The Westinghouse trophy, an antique tea urn of the George II era, was the first trophy competed for by the association. It first appeared at the initial 1957 bonspiel in Hamilton. Discovered and purchased by a Westinghouse official, it was decorated with a curling motif and donated to the association. Since 1957 four other trophies bearing the names of distinguished Canadian sailors have been added to the organization's trophy case.

14 Points Scored In Hockey Tourney

Ord. Sea. Robert L. Campbell, was the top scorer in the annual Atlantic Region Tri-Service Hockey Tournament at RCAF Station Summerside, P.E.I.



He scored eight goals and was credited with six assists for the Navy's entry, the Cornwallis Cougars.

He is a former student of Porter Collegiate in Scarborough, Ont., and has played for the Scarborough Montimes of the Intermediate League.

One of the youngest players in the Maritime League, Ord. Sea. Campbell has been taking new entry training at Cornwallis. (DB-19701)

Stadacona Wins Basketball Title

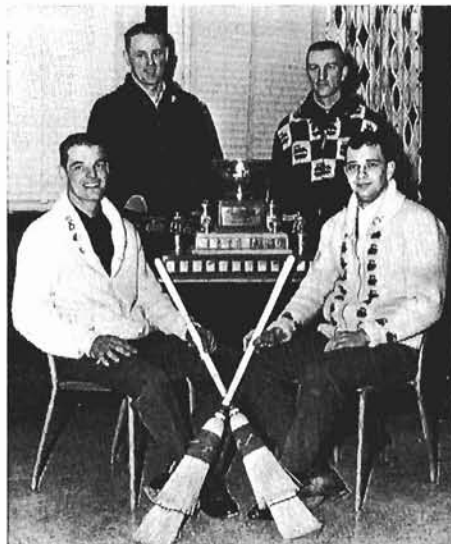
Stadacona Sailors captured the Atlantic tri-service basketball championship by carving out a 67-53 victory over RCAF Chatham in the championship game at the Shearwater gym in early March.

The Stad cagers swept to three straight wins in the two-day round-robin series. Chatham, the defending champions, finished with two wins and one loss while Shearwater had one victory in three outings. Cornwallis, the other team in the hoop meet, failed to win a game in three starts.

In the windup games, Chatham breezed to a 104-54 triumph over Cornwallis, Stad clipped Shearwater 66-51, and Stad turned back Chatham 67-53 in the finale.

Navy Rink Wins In Junior Curling

A rink from Shearwater, composed of Sub-Lieutenants J. E. Tucker (skip), A. S. Pokotylo and F. N. Clarke, all pilots with VS-880 Squadron, and PO H. N. Parsons, naval aircrewman, recently won the Nova Scotia branch



junior curling championship in Lunenburg, N.S.

The competition was open to all curlers in the province with less than eight years of organized curling.

Having won the Dartmouth junior curling crown the Shearwater rink won out in stiff competition against 18 other rinks from throughout the province.

As well as winning the Nova Scotia crown, the rink won the Shearwater Curling Club's opening bonspiel and walked off with the Dartmouth Curling Club championship compiling a record of eight wins and no losses.

In the past years Sub-Lt. Tucker and Sub-Lt. Clarke had teamed together to win the RCAF Penhold club championship in 1961, the Pacific Command Club championship in 1962 and the Atlantic Command Bonspiel in 1963. (DNS-35277)

PORPOISE ADAPTS TO CAPTIVITY

A "first" in marine zoology has been established by Naval Missile Centre (NMC) personnel at Point Mugu, California.

According to Forrest G. Wood, Jr., head of NMC's marine science division, a young female Dall porpoise (*Phocoenoides dalli*) is accepting food and otherwise appears to be adapting well to captivity.

"No Dall porpoise has ever before been successfully maintained in captivity," Wood said. Members of the species generally die of shock a few minutes after capture. Only three other Dall porpoises have been known to be captured alive. Two died within 24 hours and the third lived a week in a Japanese aquarium, but accepted no food.

Point Mugu's specimen was captured Jan. 8 off-shore from Santa Barbara,

Calif., and is being maintained in a 50-foot tank at Point Mugu.

The Dall has a striking black and white, penguin-like coloration. It has a small, pointed head and very small flippers. It reaches a maximum length of about 6½ feet.

Biologists believe it to be a deep diver. Stomach contents have revealed fish that normally live more than 400 feet below the ocean's surface. In addition, observations at sea indicate it is among the fastest swimming porpoises.

The U.S. Navy is interested in the Dall to increase its knowledge of deep-diving physiology and cetacean hydrodynamics, the efficiency with which porpoises and whales move through water. It is hoped these studies will yield applications in man-under-the-sea programs and other naval diving activities. (Nav-News, USN)

RETIREMENTS

CPO RAYMOND ERIC BALLARD, CD; C2CM4; joined RCNVR Dec. 2, 1940; transferred to RCN May 10, 1944; served in *Naden, Courtenay, Sans Peur, Burrard, Peregrine, Niobe, Iroquois, Givenchy, Ontario, Uganda, Crescent, Cornwallis, Sioux, Skeena*; retired Feb. 5, 1965.

CPO GEOFFREY KINGSTON BATE, CD and 1st Clasp; **C1SG4;** joined RCNVR May 27, 1939; transferred to RCN Feb. 26, 1941; served in *Calgary, Naden, Marauder, Cancolin, Mitchell Bay, New Westminster, William Head, St. Hyacinthe, St. Francis, Brantford, Sackville, Chaleur, Avalon, Stadacona, Hallowell, Swansea, Cornwallis, Haida, Bytown, Niobe II, Bonaventure, Crescent, Cape Scott, Sioux, Athabaskan, Kootenay*; retired March 7, 1965.

CPO CYRUS ARTHUR BROOKS, CD; C2ER4; joined RCNVR Jan. 13, 1944; transferred to RCN Nov. 16, 1944; served in *Hunter, Queen Charlotte, Cornwallis, Stadacona, Avalon, Arnprior, Lauzon, Medicine Hat, Peregrine, Niobe, Warrior, HMS Ringtail, Scotian, U-190, Montcalm, Magnificent, Iroquois, Micmac, Huron, Toronto, Fort Erie, St. Laurent, Gatineau, Hochelaga*; retired Feb. 23, 1965.

CPO ALBERT HARRY BUTLER, CD and 1st Clasp; **C2BN3;** served in RCNVR Feb. 10, 1938-Aug. 29, 1945; rejoined RCNVR May 6, 1946; transferred to RCN Sept. 2, 1946; served in Saskatoon naval division, *Naden* boom defence vessel attached to *Givenchy, Cancolin, Lockport, Stadacona, Granby, Sault-Ste-Marie, Hochelaga II, Peregrine, Fort Francis, Unicorn, Malahat, Ontario, Cornwallis, Quebec, Huron, New Glasgow, Quadra, Beacon Hill, Ottawa*; retired March 2, 1965.

CPO GORDON DARK, CD; C1CM4; joined RCNVR March 18, 1940; transferred to RCN March 24, 1943; served in *Naden, Sans Peur, Stadacona, Saskatchewan, Shelburne, York, Cornwallis, Niobe, Warrior, Ontario, Crusader, Venture, Assiniboine*; retired March 23, 1965.

CPO ELMER MACE DAUNCEY, CD and 1st Clasp; **C2CM4;** joined May 6, 1940; served in *Naden, Prince Robert, Royal Roads, Stadacona, Bytown, (for Washington D.C.), Cornwallis, Peregrine, Qu'Appelle, Uganda, Givenchy, Ontario, Naden, Cayuga, Crescent*; retired March 1, 1965.

CPO GEORGE BEATTIE DONALDSON, CD; C2WS3; joined Sept. 16, 1940; served in *Naden, Stadacona, Niobe, Saguenay, Dunvegan, Avalon, Cornwallis, St. Laurent, Ettrick, Nene, Peregrine, York, Givenchy, Crescent, Quebec, Huron, Ontario, Athabaskan, Sussexvale*; retired March 17, 1965.

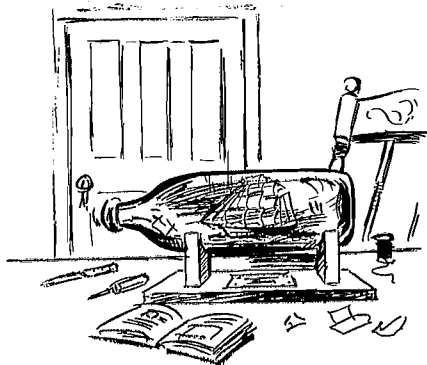
CPO ISIDORE NOEL DOUCET, CD; C1CM4; joined RCNVR Sept. 23, 1939; transferred to RCN Jan. 15, 1942; served in Quebec naval division, *Stadacona, Prince Henry, Naden, Chatham, Bellechasse, Avalon, HMS Salisbury, Prince Rupert, Peregrine, York, Somers Isles, Niobe, Crusader, Warrior, Niobe, Magnificent, Shearwater, Cornwallis, Haida, Naden, Columbia, Montcalm, Hochelaga*; retired March 30, 1965.

CPO GERALD JAMES DUFOUR, CD; C1RM4; served in RCNVR Sept. 17, 1940-

July 7, 1945; joined RCN Dec. 9, 1946-Feb. 10, 1965; served in Windsor naval division, *Stadacona, Sorel, Napanee, Riviere du Loup, Niobe, Summerside, Peregrine, Hunter, Iroquois, Haida, Albro Lake radio station, Portage, Cornwallis, Labrador, Assiniboine, Crescent, Patriot, Bonaventure*; retired Feb. 10, 1965.

CPO STUART McLEOD DUNCAN, CD; C1WU4; served in RCNR June 3, 1942-Sept. 24, 1945; joined RCN Aug. 12, 1946; served in *Hunter, Naden, SS Princess Elizabeth, Stadacona, Shelburne, Hochelaga, Kapuskasing, Scotian, Peregrine, Hunter, Swansea, Portage, Magnificent, Cornwallis, St. Laurent, Saguenay, Bonaventure, Brunswick*; retired March 21, 1965.

PO RAY ORMAN DUNHAM, CD; P1ST4; joined RCNVR Dec. 21, 1943; transferred to RCN Oct. 26, 1945; served in *Star, Cornwallis, Stadacona, Hochelaga II, Glenevis, Scotian,*



Niobe, HMS Owl, Warrior, RCNAS Dartmouth, Magnificent, Naden, Iroquois, La Hullose, St. Stephen, Crescent, Haida, Wallaceburg, York, Cape Breton, D'Iberville, Restigouche, Terra Nova; retired March 21, 1965.

CPO FREDERICK H. EWALD, CD; Mentioned in Dispatches; **C1ER4;** joined RCNVR Sept. 21, 1940; transferred to RCN Aug. 13, 1941; served in Edmonton naval division, *Naden, Sans Peur, Wolf, Ungava, Stadacona, Hunter, Cornwallis, Avalon, Qu'Appelle, Peregrine, Niobe, Warrior, Rockcliffe, Ontario, Crusader, Discovery, Skeena, Antigonish, Cape Breton*; retired March 9, 1965.

CPO LEONARD LESLIE GIRLING, CD; C1BN4; joined RCNVR Jan. 31, 1944; transferred to RCN Feb. 23, 1945; served in *Star, Cornwallis, Stadacona, Scotian, Cornwallis, Peregrine, Niobe, HMS Peewit, Warrior, Magnificent, Shearwater, Crescent, Iroquois, La Hullose, Prevost, Labrador, Shearwater, Outremont, St. Croix, York*; retired Feb. 21, 1965.

PO DAVID EDWARD GLOVER, CD; P1PW3; joined Feb. 5, 1945; served in *Discovery, Donnacona, Cornwallis, Stadacona, Niobe, HMS Peewit, Warrior, Naden, Athabaskan, Royal Roads, Crescent, Assiniboine, Fraser, Margaree*; retired Feb. 4, 1965.

CPO FRANK GRANT, CD; C2WU3; joined RCNVR May 17, 1938; transferred to RCN Jan. 1, 1941; served in *Naden, Armentieres,*

Wolf, Prince Robert, Quesnel, Peregrine, Port Colborne, Niobe, Warrior, Givenchy, Rockcliffe, Ontario, Stadacona, Cayuga, Queen, Crescent, Athabaskan, Nootka, Cornwallis, Assiniboine, Bonaventure, Cape Scott, Hunter, York; retired Feb. 6, 1965.

CPO ARTHUR HIGGINS, CD and 1st Clasp; **C3CK3;** served in RCNVR Oct. 27, 1939-Oct. 11, 1943; joined RCN Jan. 16, 1947; served in *Stadacona, Venosta, HMS O-We-Ra, Sankaty, Hochelaga, Blairmore, Dunvegan, Assiniboine, Peregrine, Portage, New Liskeard, Haida, Huron, Shearwater, Quebec, Shelburne, Algonquin, Micmac, Iroquois*; retired March 10, 1965.

CPO HARRY JAMES THOMAS JENNINGS, CD and 1st Clasp; **C2AT4;** served in RCAF; joined RCN Feb. 3, 1947; served in *York, Naden, Stadacona, RCNAS Dartmouth, Niobe, HMS Condor (RNAS Arbroath), Bytown, Cornwallis, Shearwater, Magnificent, 18 CAG, 19 CAG, 31st SAG, VF-870, Bonaventure, Bytown*; retired March 3, 1965.

CPO GEORGE ANDREW JENSON, CD; C1RP4; joined Sept. 16, 1940; served in *Naden, Stadacona, Prince David, Star, Prince Robert, Peregrine, Niobe, Ontario, Cornwallis, Athabaskan, Micmac, HMS Dryad, Magnificent, Bonaventure, Discovery, Saguenay*; retired Feb. 9, 1965.

PO FREDERICK JOSEPH JULIEN, CD and 1st Clasp; **P1BN3;** joined RCNR March 21, 1940; transferred to RCN Nov. 7, 1944; served in *Stadacona, Skeena, Gate Vessel No. 1, Q-084, Provider, Cornwallis, Peregrine, Matane, Uganda, Scotian, Nootka, Naden, Rockcliffe, Haida, Iroquois, Magnificent, Montcalm, D'Iberville, St. Laurent, La Hullose, Chignecto, Hochelaga*; retired March 20, 1965.

CPO EDWARD DONALD JUPP, CD and 1st Clasp; **C2BN3;** joined RCNVR March 3, 1940; transferred to RCN March 6, 1940; served in Montreal naval division, *Naden, Givenchy, (Van Isle), Prince Robert, Cornwallis, Stadacona, Uganda, Rockcliffe, Malahat, Discovery, Royal Roads, Cayuga, Oshawa, Saguenay, Venture, Mackenzie*; retired March 2, 1965.

CPO JACK RUSSELL KIMBER, C1ER4; joined March 1, 1937; served in *Stadacona, St. Laurent, Skeena, Fundy, Saguenay, Columbia, Naden, St. Croix, Niagara, Niobe, Saskatchewan, Avalon, St. Stephen, Stadacona, Iroquois, Magnificent, Bytown, St. Laurent, Cape Scott*; awarded RCN Long Service & Good Conduct Medal; retired Feb. 28, 1965.

CPO KENNETH ERNEST KNOWLES KRAFFT, CD; C2RS4; joined Sept. 4, 1946; served in *Carleton, Naden, Uganda, Ontario, Crescent, Stadacona, Gloucester, Coverdale, Churchill, Chippawa, Cornwallis, Alert* radio station, NWT; retired March 19, 1965.

CPO SAMUEL EMANUEL MacEACHERN, CD; C1AT4; served in RCAF; joined RCN Oct. 21, 1946; served in *Stadacona, Naden, RCNAS Dartmouth, Warrior (19 CAG), RNAS Eglinton (19 CAG), Magnificent, Niobe, HMS Condor, Shearwater, Shearwater (VT-40), York, Patriot*; retired March 25, 1965.

CPO WILLIAM THOMAS MONTAGUE MANSELL, CD; C2AT4; served in RCAF; joined RCN Feb. 3, 1947; served in Carleton, Naden, RCNAS Dartmouth, Niobe, Heron (RNAS Yeovilton), Stadacona, Shearwater (19 CAG), Magnificent (30 CAG) Bytown, Shearwater; retired March 18, 1965.

CPO HONORE REGINALD SERGE ALIX MATTE, CD; joined RCNVR Oct. 19, 1942; transferred to RCN June 14, 1946; served in Cartier, Cornwallis, Stadacona, Protector, Naden, Kokanee, Athabaskan, Cayuga, Bytown, Ontario; retired Feb. 2, 1965.

CPO JOHN McDONALD, CD and 1st Clasp; C1SN4; joined Nov. 19, 1948; served in Stadacona, Iroquois, Portage, Huron, Swansea, Wallaceburg, Haida, Porte St. Louis, Niagara, Nootka, Shearwater (HS-50), Bonaventure (HS-50), York; retired March 1, 1965.

PO JOSEPR DARRELL O'DONNELL, CD; P1ER4; joined RCNVR Feb. 19, 1944; transferred to RCN Feb. 22, 1945; served in Protector, Cornwallis, Iroquois, Peregrine, Niobe, Warrior, Scotian, Stadacona, Queen Charlotte, Nootka, La Hulloise, Micmac, Haida, Wallaceburg, Sussexvale, Quebec, Outremont, Victoriaville; retired March 12, 1965.

CPO DOUGLAS LEROY PALMERSTON, CD; C2RM3; joined July 15, 1941; served in Hamilton naval division, Naden, Sans Peur, Chatham, Cape Beale, Billow, Miramichi, Peregrine, Hochelaga II, Kingston, Smiths Falls, Avalon, St. Hyacinthe, Bytown, Bay of Bulls, Albro Lake, Magnificent, Stadacona, Cornwallis, Shearwater, Crusader, Saguenay; retired Feb. 21, 1965.

CPO LEWIS SAMUEL PARSONS, CD; C1HT4; served in RCNR Jan. 14 1942-Oct. 18 1945; RCNVR Jan. 18, 1946; transferred to RCN Aug. 12, 1946; served in Stadacona, Regina, Avalon, Peregrine, Scotian, Chatham, Naden, Malahat, Ontario, Cornwallis, Antigonish, Churchill, Cayuga, St. Laurent; retired March 26, 1965.

PO JAMES FREDERICK PRIMEAU CD; P1ER4; served in RCNVR Aug. 26, 1941-Sept. 11, 1945; joined RCN Nov 5, 1946; served in Kingston naval division, York, Stadacona, Kenogami, HMS Sakai II, Dinosaur, Capra, Niobe, 121st LCI(L) Squadron, 125th LCI(L) Squadron, Cornwallis, Hunter, Micmac, Warrior, Magnificent, Wallaceburg, Huron, Quebec, Swansea, Haida, Outremont; retired Feb. 26, 1965.

CPO BERNARD LESLIE ROBERGE, CD; C1SG4; joined July 15, 1941; served in Calgary naval division, St. Hyacinthe, Naden, Kelowna, Givenchy, Armentieres, Prince Robert, Stadacona, RNO Quebec, Riviere du Loup, Avalon, Hallowell, St. Hyacinthe, Crescent, Haida, Albro Lake radio station, Huron, Cornwallis, Assiniboine, Bonaventure; retired March 23, 1965.

CPO KENNETH LOCKE ROOKE, CD; C1CM4; joined RCNVR Sept. 5, 1939; transferred to RCN Oct. 24, 1940; served in Stadacona, Bersimis, Restigouche, York, Peregrine, Niobe, HMS Trumpeter, Magnificent, Cornwallis, Naden, Hochelaga, Bonaventure; retired Feb. 28, 1965.

CPO JOHN THORNTON SHEA, CD and 1st Clasp; C1ER4; joined RCNVR Jan. 12, 1940; transferred to RCN Oct. 2, 1940; served in Winnipeg naval division, Stadacona, HMS Ranpura, Restigouche, Niobe, Athabaskan,

HMS Glory, Peregrine, Givenchy, Naden, Antigonish, Rockcliffe, Sault Ste. Marie, Cornwallis, Royal Roads, Ontario, Assiniboine, Cape Breton; retired March 16, 1965.

CPO HENRY SILVESTER, CD and 1st Clasp; C1BN4; joined RCNVR Feb. 4, 1937; transferred to RCN Oct. 16, 1940; served in Winnipeg naval division, Naden, DEMS Harrington Cut, HMS Wold, Prince Robert, Niobe, Forest Hill, Avalon, Peregrine, Cornwallis, Antigonish, Sault Ste. Marie, Sussexvale, Jonquiere, Assiniboine, Qu'Appelle; retired March 10, 1965.

CPO RONALD ARTHUR TUCKNOTT, CD; C25SG4; joined RCNVR Nov. 27, 1940; transferred to RCN Oct. 9, 1941; served in Winni-

peg naval division, Naden, Kelowna, Givenchy, Q-070, Lady Joan, St. Hyacinthe, York, Stadacona, Battleford, Digby, Peregrine, Avalon, Eastview, Uganda, Crescent, Beacon Hill, Unicorn, Cayuga, Cornwallis, Venture, Ontario, Patriot; retired Feb. 14, 1965.

CPO JOHN BERNARD CROZIER SMITH, CD and 1st Clasp; 2CSG3; joined RCNVR March 26, 1940; transferred to RCN Dec. 21, 1941; served in Naden, Wolf, Givenchy, NOIC Vancouver, St. Hyacinthe, Venture, Columbia, Avalon, HMS Witch, Chilliwack, Stadacona, Burlington, Cornwallis, Frontenac, St. Hyacinthe, Niobe, Warrior, Givenchy, Cayuga, Ontario, Athabaskan, James Bay, New Glasgow, Cape Breton, Patriot; retired March 25, 1965.

The New Pay Schedule

MONTHLY PAY RATE TABLE
(Sailors—Soldiers—Airmen)

Rank (Equivalent)	Basic	Progressive Pay				Subsistence Allowance		Marriage Allowance	Your Pay
		2 years	3 years	4 years	6 years	Married	Single		
Warrant Officer Class 1	347.00	357.00	—	367.00	377.00	110.00	95.00	30.00	
Warrant Officer Class 2	311.00	318.00	—	325.00	332.00	105.00	85.00	30.00	
Staff Sergeant	272.00	278.00	—	284.00	290.00	105.00	85.00	30.00	
Sergeant	239.00	244.00	—	249.00	254.00	105.00	75.00	30.00	
Corporal	215.00	219.00	—	223.00	227.00	100.00	65.00	30.00	
Lance-Corporal	209.00	—	—	—	—	100.00	65.00	30.00	
Private Trained (Higher Rate)	146.00	—	171.00	—	206.00	100.00	65.00	30.00	
Basic Rate	124.00	—	—	—	—	100.00	65.00	30.00	
Private Recruit	117.00	—	—	—	—	100.00	65.00	30.00	
Private under 17	65.00	—	—	—	—	—	65.00	—	

In addition to the pay and allowances detailed above personnel receive additional pay for increased proficiency in their particular trade.

Trade Group	1	2	3	3X	3A	3Y	3Z	4	4A
Trades Pay	12.00	36.00	54.00	60.00	63.00	66.00	72.00	72.00	90.00

MONTHLY PAY RATE TABLE
(Officers)

Rank (Equivalent)	Basic	Progressive Pay					Subsistence Allowance		Marriage Allowance	Aircrew Pay	Your Pay
		2 years	3 years	4 years	6 years	8 years	Married	Single			
Colonel	974.00	1019.00	—	1064.00	—	—	165.00	139.00	40.00	135.00	
Lieutenant-Colonel	764.00	789.00	—	814.00	839.00	864.00	150.00	126.00	40.00	150.00	
Major	600.00	625.00	—	650.00	675.00	700.00	135.00	113.00	40.00	150.00	
Captain	453.00	473.00	—	493.00	513.00	533.00	125.00	95.00	40.00	135.00	
*Lieutenant	423.00	438.00	—	453.00	468.00	483.00	125.00	90.00	40.00	125.00	
*2nd Lieutenant	423.00	438.00	—	453.00	468.00	483.00	110.00	75.00	40.00	75.00	
Lieutenant	346.00	—	386.00	—	401.00	—	125.00	90.00	40.00	125.00	
2nd Lieutenant	250.00	—	—	—	—	—	110.00	75.00	40.00	75.00	
Officer Cadet (ROTP)	78.00	—	83.00	—	—	—	—	65.00	—	—	

These rates apply to members promoted to commissioned rank from Staff Sergeant or above.

Pay increases retroactive to Oct. 1, 1964, for all ranks of the Canadian Armed Forces were announced on March 3. The tables printed here do not take into account professional allowances for medical and legal officers, aircrew, submarine or foreign service allowances, or subsistence allowance. No change has been made in the progressive pay periods established when revised pay schedules were announced effective Oct. 1, 1962.

OFFICERS RETIRE

LT.-CDR. CECIL JULIAN BENOIT, DSC, CD; commenced service in the RCN on Aug. 14, 1940, as a cadet; promoted to midshipman Jan. 1, 1941; served in *Stadacona*, *HMS Britannia*, *HMS Mauritius*, *HMS Brocklesby*, *HMS Anson*, *HMS Excellent*, *HMCS Columbia*, *Kentville*, *Iroquois*, *Scotian*, *Portage*, *Niobe*, *Nootka*, *Bytown*, *Quebec*, *Chignecto*, *Outremont*; last appointment, *HMCS Stadacona* on staff of Assistant Chief of Staff Operations and Plans as Staff Officer Defence Planning; commenced leave March 26, 1965; retires on Oct. 21, 1965.

LT.-CDR. JOHN FOSTER BEVERIDGE, CD; commenced service in the RCNVR on Jan. 9, 1941, as a probationary sub-lieutenant; served in Ottawa naval division, *Stadacona*, *Naden*, *Givenchy*, *Cornwallis*, *Carleton*; demobilized Oct. 16, 1945; re-entered service on Jan. 3, 1948, as a lieutenant (g), RCN(R); transferred to RCN on Dec. 22, 1951, as an ordnance lieutenant-commander; served in Naval Headquarters, *Naden*, *Cayuga*, *Stadacona*; last appointment *Stadacona* on Staff of Assistant Chief of Staff Operational Readiness as Class Officer Frigates; commenced leave Apr. 5, 1965; retires on July 24, 1965.

LT.-CDR. JAMES McARTHUR BIRD, CD; commenced service in the RCN as acting sub-lieutenant (L) on March 19, 1949; served in *Bytown*, *Donnacona*, *Stadacona*, *Niobe*, *Shearwater*, *Magnificent*, *Niagara*; last appointment, *HMCS Bytown*, on staff of Director of Avionics; commenced leave March 2, 1965; retires on July 23, 1965.

LT.-CDR. JAMES OLIVER BOYD, CD; commenced service in the RCNVR on Feb. 12, 1931, as an ordinary seaman; transferred to RCN on Jan. 12, 1936, as a stoker 2nd class; served in *Naden*, *Armentieres*, *Delhi*, *Skeena*, *St. Laurent*, *Stadacona*, *St. Croix*, *Givenchy*, *Chatham*, *Burrard*, *HMS Puncher*, *Niobe*; promoted to acting warrant engineer on Jan. 1, 1944; served in *Magnificent*, *Stadacona*, *Cornwallis*, *Bytown*, *Naden*, *Sioux*, *Crescent*, *Assiniboine*; last appointment, *HMCS Naden*, for Engineering Division; commenced leave March 17, 1965; retires on Oct. 19, 1965.

LT.-CDR. JOHN WILLIAM BROOKS BUCKINGHAM, CD; commenced service in the RCN on June 6, 1938, as a boy seaman; promoted to acting bos'n on Feb. 2, 1944; served in *Niobe*, *Cornwallis*, *Collingwood*, *Toronto*, *Uganda*, *Stadacona*, *Nootka*, *Athabaskan*, *Queen*, *Magnificent*, *Shearwater*, *Naden*, *Crescent*, *New Glasgow*, *Carleton*; last appointment, *HMCS Carleton*, as Naval Career Counsellor; commenced leave April 6, 1965; retires on Nov. 15, 1965.

LT.-CDR. ROBERT DEWHIRST, CD; commenced service in the RCNVR on April 30, 1934, as an ordinary seaman; transferred to RCN on Jan. 12, 1936; promoted to acting bos'n on June 21, 1945; served in *Cornwallis*, *Crescent*, *Naden*, *Stadacona*, *Quebec*, *Iroquois*, *Sussexvale*, *Shelburne*, *Bytown*; last appointment, *HMCS Naden*; commenced leave Jan. 16, 1965; retires on Sept. 10, 1965.

LT.-CDR. FRANK HERBERT FOSTER, CD; commenced service in the RCN on Jan. 25, 1937, as a steward; promoted to acting warrant supply officer on June 1, 1943; served in *Naden*, *St. Laurent*, *Avalon*, *RCN College*, *Stadacona*, *Cornwallis*, *Bytown*, *Skeena*; last

appointment, *HMCS Naden*, on the staff of RNO, Victoria; commenced leave March 4, 1965; retires on Oct. 20, 1965.

LT.-CDR. GASTON EUGENE GODBOUT, CD; commenced service as an acting lieutenant (S) RCNR, on May 5, 1948; transferred to the RCN on Oct. 12, 1948; served in *Montcalm*, *Stadacona*, *Naden*, *Crescent*, *Rockcliffe*, *Ontario*, *Donnacona*, *D'Iberville*, *Bytown*, *Hochelaga*, *Aldergrove*, *Discovery*; last appointment, *Discovery* as supply officer; commenced leave March 23, 1965; retires on Aug. 23, 1965.

COMMODORE HAROLD VICTOR WILLIAM GROOS, CD; commenced service in the RCN on Sept. 1, 1930, as a cadet; served in *Stadacona*, *HMS Carysfort*, *HMS Hood*, *HMS Victory*, *HMS Warspite*, *HMS Rodney*, *HMS Excellent*, *HMS Dryad*, *Naden*, *Skeena*, *HMS Drake*, *Orillia*, *St. Francis*, *Gatineau*, *Huron*, *Givenchy*, *Naden*, *Warrior*, *Niobe*, *Bytown*, *Crusader*, *Bonaventure*; last appointment, *CFHQ/AU* on staff of Chief of Personnel as Director General Officer Cadets; commenced leave April 19, 1965; retires on Jan. 30, 1965.

LT.-CDR. CHARLES ATHELSTAN HAMER, CD; served in Royal Navy from 1939 to 1946; commenced service on Jan. 24, 1951, in RCN(R); transferred to RCN on July 28, 1952; served in *Malahat*, *Naden*, *Athabaskan*, *Stadacona*, *Star*, *Bonaventure*, *Chippawa*, *Bytown*, *Discovery*; last appointment, *Discovery* as Staff Officer Admin.; commenced leave Feb. 17, 1965; retires on July 7, 1965.

SURG. CDR. R. A. G. LANE, CD; commenced service in the RCNVR on Sept. 23, 1940, as an acting surgeon lieutenant; served in *Stadacona*, *HMS President*, *HMS Pembroke*, *HMS Cairo*, *HMS Irwell*, *Donnacona*, *Hochelaga*; transferred to RCN on March 15, 1946; served in *Stadacona*, *Bytown*, *Niagara*, *Magnificent*, *Bonaventure*; last appointment, *Stadacona* as Commanding Officer Canadian Forces Hospital, Halifax; commenced leave April 16, 1965; retires on Nov. 11, 1965.

CDR. GEORGE BURTON MacLEOD, CD; commenced service in the RCNVR on Dec. 14, 1942, as a probationary sub-lieutenant (SB); served in *Montcalm*, *Stadacona*, *Niobe*,

Givenchy, *Chatham*, *Bytown*; transferred to RCN as a lieutenant-commander (SB) on April 4, 1946; served in *Bytown*, *Stadacona*, *Niagara*, *Quebec*, *Naden*; last appointment, *Naden* on staff of COMSUTPAC as Chief Staff Officer; commenced leave Feb. 18, 1965; retires on Aug. 30, 1965.

LT.-CDR. JAMES GORDON MILLS, CD; commenced service in the RCNVR on May 13, 1940, as an ordinary seaman; promoted to probationary sub-lieutenant on Jan. 1, 1941; served in Toronto naval division, *Stadacona*, *Assiniboine*, *Royal Roads*, *Ottawa*, *Protector*, *Cornwallis*, *Niobe*, *HMS Sheffield*, *Prince Robert*, *Niobe*, *Uganda*; transferred to RCN on Aug. 20, 1945, as a lieutenant; served in *Stadacona*, *Naden*, *Micmac*, *Griffon*, *Antigonish*, *Niagara*, *Haida*, *Bytown*, *Cataraqui*, *New Glasgow*; last appointment, *Naden* on staff of CANCOMARPAC as Staff Officer Surface Operations; commenced leave on April 24, 1965; retires on Nov. 19, 1965.

CDR. JOHN HERBERT ROSS, CD; commenced service in the RCN as an engine room artificer, 5th class on Jan. 23, 1937; promoted to acting warrant electrician on July 6, 1943; served in *Stadacona*, *HMS Victory II*, *HMS Vernon*, *Restigouche*, *Saguenay*, *Protector*, *Niobe*, *Warrior*, *Stadacona*, *Bytown*, *St. Laurent*; last appointment, *HMCS Stadacona*, on staff of Commodore Superintendent Atlantic as Planning Officer Ship Repair; commenced leave March 12, 1965; retires on Oct. 28, 1965.

LT.-CDR. JOHN RAWSON KENNEDY STEWART, CD; commenced service in the RCNVR on Dec. 28, 1940, as a probationary sub-lieutenant; served in *Naden*, *Stadacona*, *Regina*, *Bytown*, *Outremont*, *St. Thomas*; transferred to RCN as lieutenant on June 10, 1947; served in *Eastview*, *Nonsuch*, *Star*, *Bytown*, *Stadacona*, *Lloyd George*, *Iroquois*, *Ontario*, *Naden*, *Malahat*, *Cornwallis*, *Aldergrove*, *Cape Breton*, *Donnacona*, *Hochelaga*; last appointment, *HMCS Donnacona*, as Staff Officer Training; commenced leave March 8, 1965; retires on Sept. 19, 1965.

LT. HAROLD TAYLOR, CD; served in RNVR from 1939-1946; commenced service on June 29, 1954, in RCNR; transferred to RCN as ordnance lieutenant, June 30, 1954; served in *Niobe*, *Stadacona*, *Cornwallis*, *Bytown*, *Hochelaga*; last appointment, *HMCS Bytown* on staff of Director of Aircraft Maintenance; commenced leave Feb. 28, 1965; retires on July 4, 1965.

LT. THOMAS WRIGHT TURNER; commenced service as a midshipman, RCN, on March 28, 1955; served in *HMCS Discovery*, *Cornwallis*, *Quebec*, *Shearwater*, *Niagara*, *Bonaventure*, *Stadacona*; last appointment, *HMCS Bonaventure* in VS 880; commenced leave March 29, 1965; retires on June 27, 1965.

LT.-CDR. JOSEPH BRIAN VALIQUETTE, CD; commenced service as able seaman, RCN(R) on Feb. 17, 1949; released on Sept. 8, 1950, and entered RCN(R) as cadet on April 27, 1951; served in *Carleton*, *Stadacona*, *Haida*, *New Liskeard*, *Malahat*, *Naden*, *Ontario*, *Beacon Hill*, *Magnificent*, *Prestonian*, *Niobe*, *Athabaskan*, *Cayuga*, *Miramichi*, *Hochelaga*, *Inch Arran*, *Provider*; last appointment, *HMCS Provider*; retired on Feb. 20, 1965.

Wren Bugler at Flag Ceremony

The ceremony that accompanied the raising of the new Canadian flag at *HMCS Shelburne*, oceanographic station on Nova Scotia's south shore, was much the same as at other naval establishments, with one interesting difference.

The bugle notes that floated on the February air were all the sweeter for having been formed by the lips of a lady bugler.

Chosen to sound the "Alert" as the maple leaf flag was run up was Ldg. Wren Mary Mackenzie, who was once a member of the Esquimalt High School band.

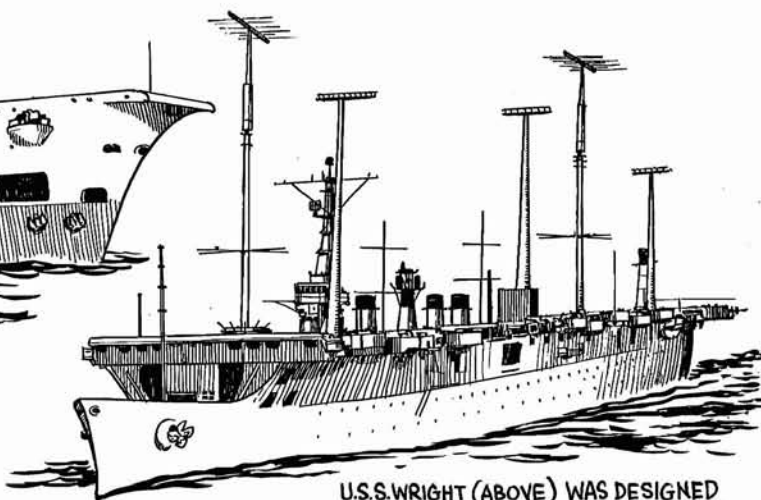
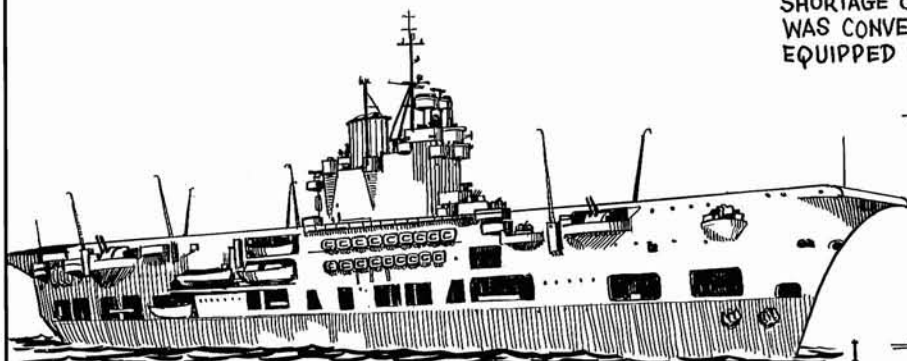
Shelburne doesn't expect to have its claim disputed that Ldg. Wren Mackenzie was the only girl bugler in all Canada to be thus honoured on the occasion of the raising of the new flag.

Naval Lore Corner

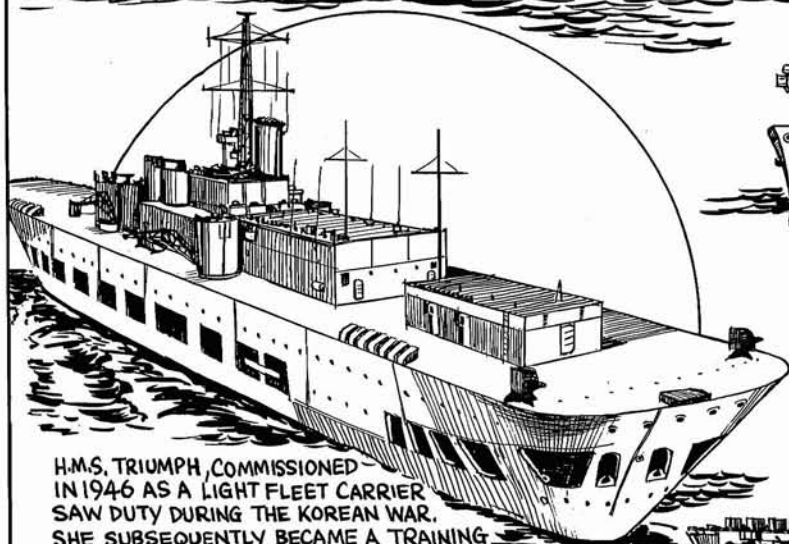
Number 137
"FLIGHTLESS" FLAT TOPS

THE AIRCRAFT CARRIER IS A HIGHLY SPECIALIZED TYPE OF SHIP.... BUT EVEN THE UNIQUE CONFIGURATION OF THE CARRIER HAS UNDERGONE A VARIETY OF CONVERSIONS FOR USES OTHER THAN TO OPERATE AIRCRAFT...

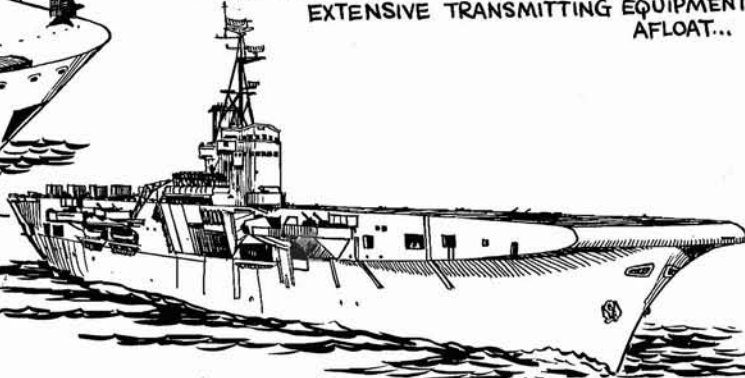
(LEFT) H.M.S. UNICORN (1941) WAS DESIGNED AS A REPAIR/MAINTENANCE CARRIER, BUT DUE TO THE SHORTAGE OF OPERATIONAL CARRIERS IN 1942, WAS CONVERTED INTO A COMBATANT UNIT AND EQUIPPED WITH SWORDFISH AND SEAFIRE AIRCRAFT...



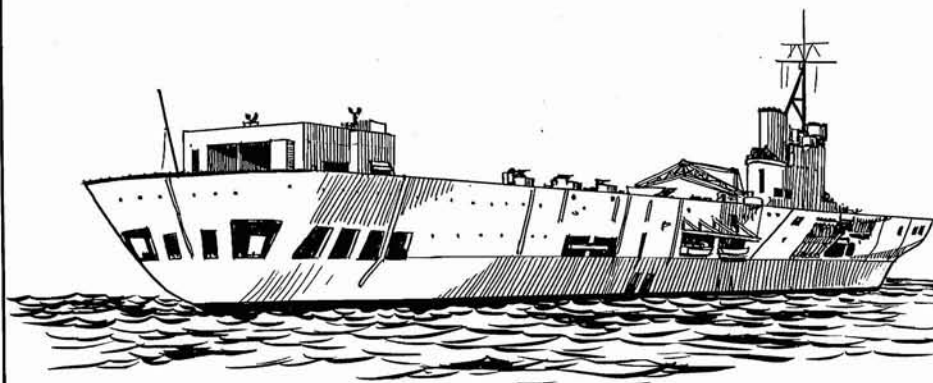
U.S.S. WRIGHT (ABOVE) WAS DESIGNED AS A HEAVY CRUISER AND COMPLETED IN 1947 AS A CARRIER. SHE WAS CONVERTED IN 1962 TO A COMMAND SHIP, AND IN PLACE OF HER AIRCRAFT SHE NOW CARRIES THE MOST EXTENSIVE TRANSMITTING EQUIPMENT AFLOAT...



H.M.S. TRIUMPH, COMMISSIONED IN 1946 AS A LIGHT FLEET CARRIER SAW DUTY DURING THE KOREAN WAR. SHE SUBSEQUENTLY BECAME A TRAINING CARRIER AND A CADET TRAINING SHIP. RECENTLY CONVERTED TO THE ROLE OF ESCORT MAINTENANCE SHIP (ABOVE) SHE HAS COMPLETE 'ALONGSIDE' DOMESTIC AND REPAIR FACILITIES FOR ATTACHED ESCORT SQUADRONS...



H.M.A.S. SYDNEY (ABOVE) WAS TRANSFERRED TO AUSTRALIA IN 1949 AS AN OPERATIONAL CARRIER. SHE BECAME A TRAINING SHIP IN 1955, AND IN 1962 WAS CONVERTED INTO A FAST TROOP TRANSPORT...



H.M.S. SHIPS 'PIONEER' AND 'PERSEUS' (LEFT) WERE COMPLETED IN 1945 AS AIRCRAFT MAINTENANCE SHIPS. THEIR ROLE WAS TO REPAIR AND FERRY AIRCRAFT FOR THE OPERATIONAL CARRIERS...

CANADA
POSTAGE PAID
PORT PAYÉ

*If undelivered,
return COVER WITH CONTENTS to:*

The Queen's Printer, Ottawa, Canada

*En cas de non-livraison,
retourner cette PUBLICATION INTACTE à:*

L'Imprimeur de la Reine, Ottawa, Canada



The CROWSNEST



*Message from The Honourable Paul Hellyer
Minister of National Defence*

and

*The Honourable Léo Cadieux
Associate Minister of National Defence*

THIS FALL a new publication, the Canadian Forces *Sentinel*, will appear on the Canadian military scene. It will be an informative, well-illustrated periodical which will assume many of the functions long performed by *The Crowsnest*, *Canadian Army Journal* and *Roundel*, and it will be produced in English and French.

In addition to combining what has been best in these publications, it will offer a wider view of the objectives, functions and activities of the Canadian Forces than has previously been possible. In short, it will be a reflection of Canada's fresh, new approach to defence matters and the vital place of the military in the life of the country.

We would be remiss if we allowed the three present publications to pass into history without some recognition of their importance to the services and the country at large. Thanks to the loyal support they have received from their readers (who were also in many cases their writers) and the efforts of their editorial boards and staffs, *The Crowsnest*, *Canadian Army Journal* and *Roundel* have provided a valuable record of the services for more than half a generation.

The careers of these fine publications cannot be said to be ending since what is best in them will be incorporated in *The Sentinel* and their influence will persist for years to come, to the enduring benefit of our armed forces and Canada.

The CROWSNEST

Vol. 17 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE 1965

CONTENTS

	Page
RCN News Review	2
The Grounding of Malabar	5
Officers and Men	9
The Benevolent Fund	15
Vice-Admiral Grant (Obituary)	17
The Auxiliary Fleet	20
Badges and Battle Honours	22
New Life for Venture	25
For Safer Diving	28
Home from the Sea	30
Stormy Weather at NRC	32
Afloat and Ashore	33
The Navy Plays	39
Books for the Sailor	41
Retirements	42
Naval Lore Corner No. 138	Inside Back Cover

The Cover—Daylight is waning as a Tracker aircraft takes off from the *Bonaventure* on a late afternoon mission. The photograph was taken off the coast of Scotland in October 1963. (HS-73100-209)

GOOD-BYE

The *Crowsnest*, founded in November 1948 as a monthly magazine, herewith appears for the last time. A letter in August 1948 that announced the forthcoming publication of the magazine said that its purpose would be "to provide unclassified material of news, information and, to some extent, entertainment value as a broad contribution to the internal morale of the Royal Canadian Navy and Royal Canadian Navy (Reserve), and to maintain interest in the Naval Service amongst former naval personnel . . ."

From now on these functions will be assumed by a new magazine, serving all Canada's Armed Forces, which will soon begin publication.

In the meantime, the editor would like to express his heartfelt thanks to all those who have given *The Crowsnest* their loyal support throughout the 16 years and 8 months of its existence.

Special gratitude has been earned by Cdr. R. C. Hayden, who was the founding editor and who, for the past dozen years, has been its mentor, Lt.-Cdr. J. M. Thornton, who has never missed a deadline with his Naval Lore Corner, Lt. H. R. (Bill) Percy and the late Cdr. Kenneth E. Grant for their skilled and entertaining writings, and the officers of the former Directorate of Naval Information and unnumbered officers, men and civilian friends who have given of their time and talent.

Nor should one forget the support unstintingly given by the Naval Historian, E. C. Russell, and his staff, by Cdr. C. H. Little, now retired, whose interests also lay in the historical field, by a host of naval photographers, by the artists of the former Naval Art Section, by patient and helpful civil servants (Miss Elsie Mills, of Personnel Records, was a shining example) and, on the production end, the people on the staff of the Queen's Printer who printed and distributed the magazine and those in the Navy's Directorate of Publications and Printing who attended to financial and business arrangements.

The editor would like to have been able to thank each of the magazine's supporters by name and lift the veil of anonymity from such frequently appended initials as "H.C.W.", "J.L.W.", "Ph. Ch."

It is earnestly hoped that the same generous support will be extended to the new magazine and that material will be prepared and forwarded now so that the Royal Canadian Navy, and its reserve, veterans and civilian co-workers will be well represented in the first and succeeding issues. Contributions should be sent to The Editor, *Sentinel*, Directorate of Information Services, CFHQ, Ottawa.

Unexpired portions of *Crowsnest* subscriptions will be applied to the new magazine. However, subscribers who do not wish to receive it may apply to the Queen's Printer for rebate.

RCN NEWS REVIEW

Ships Pay Calls To North Europe

Four Halifax-based ships sailed on May 4 on a two-month cruise overseas to ports in Britain, the North Sea and Baltic.

The aircraft carrier *Bonaventure* was to call at Portsmouth, England, May 14-25; Stockholm, Sweden, May 31-June 7, and Belfast, North Ireland, June 14-21 and June 30-July 2. Meanwhile the helicopter-destroyer *Ottawa* and destroyer escort *Chaudiere* were to call at Portland, England, May 14-15; Copenhagen, Denmark, May 18-25, and Helsinki, Finland, May 31-June 7.

The operational support ship *Provider*, at Portsmouth, England, May 14-20, was to return to Halifax for a brief period and then proceed again to European waters to visit Douglas, Isle of Man, June 22-25, and Bangor, Northern Ireland, June 30-July 2. The helicopter destroyer HMCS *Assiniboine*, which joins the ships in mid-June, was to call at Dublin, Eire, June 14-21.

All ships will return in company to Halifax on July 9.

Unicorn Awarded Efficiency Trophy

The Naval Divisions Efficiency trophy, presented by the Canadian Shipbuilding and Ship Repairing Association, has again been won by a prairie naval division, this time by HMCS *Unicorn*, of Saskatoon. For the two previous years the winner was HMCS *Tecumseh*, the Calgary naval division.

The runner-up award, the *Malahat* trophy, has been jointly awarded to HMCS *Carleton* the *Ottawa* naval division, and *Tecumseh*. It will be held at *Carleton* for six months and at *Tecumseh* for the other half of the year. The trophy was originally presented by Victoria's naval division, HMCS *Malahat*.

The Barry German trophy, presented annually by the Naval Officers Associations of Canada to the most improved division, has been awarded to HMCS *Star*, Hamilton, and the NOAC's RCNR band trophy has gone to HMCS *Discovery*, Vancouver.

A Statement from the Chief of Defence Staff

MY TASK of announcing that *The Crownsnest*, *The Canadian Army Journal* and *Roundel*, the official magazines of the RCN, Canadian Army and the RCAF respectively, cease publication with this issue leaves me with mixed emotions. On the one hand, I am saddened by the knowledge that the magazines which made such outstanding contributions to service life will no longer be with us, on the other hand, I am pleased that a new integrated service publication is about to make its appearance.

The service publications came into existence with the objective of helping their readers to stay informed on matters which were of particular interest and value to them. These periodicals succeeded in achieving this difficult aim and played an important role in keeping service personnel, veterans and interested private citizens aware of the military's past achievements, present plans and future aspirations.

But magazines of the calibre of *The Crownsnest*, *Army Journal* and *Roundel* could not be produced solely by the labours of the magazines' editors. They required, and received, the assistance of many people and it is these personnel whom I wish to thank now: the individuals of all ranks who, throughout the years, wrote articles or took photographs; those who used their artistic talents to brighten the magazine pages; and those whose advice was eagerly sought and gratefully received. To all of these people I express my sincere gratitude for their dedicated efforts. Without their unfailing support, the existence of the service publications would not have been possible.

With the passing of the present magazines, a new publication, in keeping with the principles of integration, will be created. I extend to this new periodical my very best wishes and I call on all service personnel to give it their wholehearted support.



F. R. MILLER,
Air Chief Marshal,
Chief of the Defence Staff

The Fanta Tait trophy for the best wren division went to HMCS *Cabot*, St. John's, Nfld.

Carleton, in addition to sharing the *Malahat* trophy, has won the Cock o' the Walk trophy from HMCS *Cataraqui*, Kingston, for the second successive year.

Reserve Training Fleet Augmented

Annual summer training for members of the Royal Canadian Naval Reserve this year includes two cadet training cruises overseas and the augmentation of Great Lakes training by two modern "salt water" warships.

The ocean escorts *Swansea* and *New Waterford*, with a total of 80 cadets embarked from University Naval Training Divisions across Canada, sailed from Halifax May 31. They were to call at Rotterdam, The Netherlands, June 12-21; have a regatta at Torquay, Eng-

land, during their June 22-24 call, and return to Halifax July 3. The *Swansea* will make the next cruise by herself, leaving Halifax July 19 for visits to ports in the British Isles, returning to home port Aug. 27.

The helicopter-destroyer *St. Laurent* and destroyer escort *Gatineau* leave Halifax July 12 for the Great Lakes to assist in the summer training program of the RCNR. Ports of call include Hamilton, July 17-20 and Toronto July 23-26. The *St. Laurent* then will go to Oshawa July 28-30 while the *Gatineau* visits Kingston July 28-31. Both warships will be at Montreal August 1-4 and return to Halifax August 7.

Meanwhile two gate vessels and a cargo vessel have been busy on the inland seas since early May, providing afloat training for reserves. They are HMC Ships *Porte St. Jean*, *Porte St. Louis* and *Scatari*.

All told, some 300 UNTD cadets will make training cruises overseas and on the Great Lakes. Most of the cadets' shore training will be at HMCS Cornwallis in Nova Scotia's Annapolis Valley.

A total of 1,100 men and wrens will take summer training, mostly at the Great Lakes centre at Hamilton.

Some 450 officers also receive annual training but it is obtained throughout the year in ships and establishments of the regular force, as well as at Hamilton in the summer.

Minister Confers Degrees at RMC

Hon. Paul Hellyer, Minister of National Defence and chancellor of the Royal Military College of Canada, conferred honorary degrees on an economist, a scientist and a retired air marshal at the May 28 convocation of the college.

At RMC, where 194 cadets of the navy, army and air force completed their final year, Mr. Hellyer granted honorary degrees to:

Dr. Marcel Faribault, BA, DCL, LL.D., FRSC, of Montreal, on honorary doctorate of laws;

Dr. Leo Edmond Marion, MBE, MSc, PhD, DSc, FRSC, of Ottawa, an honorary doctorate of science and Air Marshal C. Roy Slemon, CB, CBE, CD, BSc, of Winnipeg, an honorary doctorate of military science (DMilSc).

Dr. Faribault, an economist and president and general manager of the General Trust of Canada, delivered the convocation address. Dr. Marion is vice-president (scientific) of the National Research Council, and Air Marshal Slemon, who retired in 1964 as Deputy Commander-in-Chief, North American Air Defence Command, is associated with the USAF Academy Association.

The graduating class members at RMC received from Mr. Hellyer their baccalaureate degrees in general and honours Arts and Science and in Engineering (Chemical, Civil, Electrical, Mechanical or Engineering Physics). On graduation the cadets are commissioned as officers in their respective services: the RCN, the Canadian Army and the RCAF.

RN Frigates on Seaway Cruise

The 17th Frigate Squadron, Royal Navy, commanded by Captain C. B. H. Wake-Walker, R.N., is on a cadet training cruise to North American waters.

The four Whitby class antisubmarine frigates, each with 45 cadets from the



Vice-Admiral K. L. Dyer, Canadian Forces Chief of Personnel, is briefed by ferret scout car commander, Sergeant Howard Owen of Calgary, while en route to observe a Kyrenia road convoy in Cyprus. Driver of the vehicle is Trooper Peter Leggett of Lethbridge, Alta., of the Lord Strathcona's Horse. Adm. Dyer's two-week visit to the Middle East included tours of Canadian UN contingents in Cyprus and Egypt. (CYP-65-139-5)

Dartmouth naval college in England have already visited Sydney, N.S., Montreal and Kingston.

HM Ships *Tenby*, *Torquay*, *Eastbourne* and *Scarborough* were also to visit the Canadian ports of Toronto, June 3-7, Quebec City, June 17-19, and Halifax, June 21-30.

Cruise Covers 11,000 Miles

Canadian warships returning April 2 to Esquimalt, B.C., from an 11,000-mile, two-month training cruise to Central America reported overwhelming interest on the part of the people of Puntarenas, Costa Rica, and Sacramento, Calif.

In Costa Rica, 3,340 swarmed over the upper decks of HMCS *Yukon*, as the destroyer escort held the RCN's first open house in that country.

At Sacramento, another first time visit for the RCN, the *Yukon* and ocean es-

corts *New Glasgow* and *Sussexvale* were able to cope with only half of the 20,000 curious who lined up for open house in the three ships.

It was the first time foreign warships had visited the California port, opened two years ago.

RCN Officers Promoted

The following RCN officer promotions were announced by general message on May 27:

To be Commodore (1): R. M. Battles.

To Be Captain (4): D. A. Maciver, L.

J. Hutchins, M. T. Gardner, J. K. Power,

To Be Chaplain Class V (RC) (1): J.

A. MacLean.

To Be Commander (11): D. J. Kidd,

V. H. Skinner, B. L. Wilkins, J. B.

Tucker, R. F. Choat, N. S. Jackson,

D. N. Mainguy, S. M. Rowell, E. S.

Mitchell, O. J. Cavenagh, D. Ross.

To Be Lieutenant-Commander (50):
P. A. Boyd, G. E. McArthur, J. F. Campbell, E. B. Larkin, R. J. Johnson, J. K. Luke, M. S. McCall, D. N. MacGillivray, N. E. Winchester, G. F. Smith;

D. B. Rogers, T. W. Kenny, R. G. Campbell, J. M. Arnold, F. G. Clark, W. F. Shaddick, N. G. Anderson, F. C. Willis, J. Dexter, A. Sagar, G. E. Watson;

D. M. Carmody, H. R. Percy, J. W. Burnett, H. B. A. Russell, K. P. Sheedy, M. J. Middleton, T. H. Copeland, D. H. Smith, J. E. Pinet, R. C. Collins;

J. Lehman, W. R. Brain, T. W. Pol-lard, J. W. Smallwood, E. W. Smith, A. T. Satchwell, R. G. Lemmex, J. R. Now-lan, R. A. Cullwick, L. T. Zbitnew;

W. H. Atwood, J. W. Buchanan, R. C. Eastman, T. G. Pye, J. C. Cowie, D. G. Fraser, J. C. Bonneau, A. M. McSween, K. J. Province.

The message specified that promotion was contingent upon the officers named in the list passing the prescribed medical examination. The majority of the promotions are effective in July.

RN Guided Missile Ship at Esquimalt

The 6,200-ton guided missile de-royer HMS *Kent* arrived at Esquimalt on the morning of April 30. For many of the warship's 35 officers and some 450 men it was their first look at Canada.

The ship spent five days at the Pacific Command's naval base. They were busy days and nights for the ship's company. They liked the coolness of the place, after nearly a year in the Far East where the two-year-old HMS

Diving Display at Marine Museum

An underwater exploration room was recently opened at the Marine Museum of Upper Canada, Toronto.

Situated in Stanley Barracks, Exhibition Park, the display features equipment used in diving, both Scuba and skin-diving, and the old "hard hat" or helmeted diving. The latter display is complete with its manually operated air pump.

Many historic items raised from ships lost on the Great Lakes are to be seen in the exhibit. Their recovery has been made possible through the development of Scuba diving, which permits underwater exploration in shallower waters.

Since 1960, many skin-divers of the Underwater Club of Canada have collaborated with the Marine Museum in gathering this collection.

Kent had spent her first commission based at Singapore.

For all the Royal Navy visitors there were special events—sports, social functions, sightseeing trips, dinners. Many were invited to Victoria homes.

A rugby match between the *Kent* and a Pacific Command team saw the Canadians tear up the turf to the tune of 20-plus to eight.

"We thought it was the sporting thing to do . . . let them win," remarked one of the *Kent's* players—as he smoothed down a large bandage over his forehead.

Open house programs on the week-end afternoons of May 1 and 2 saw nearly 3,500 persons tour through the missile ship. Camera fans focused their

attention on the ship's massive rocket system and on her helicopter. Lining up on "A" jetty in HMC Dockyard, the visitors were impressed with the smart design and complex equipment of the 520-foot warship.

A large contingent of officers and men from the *Kent* joined in the Pacific Command's May 2 observance of Battle of Atlantic Sunday.

Actually, the flags of three navies flew over Esquimalt Harbour that May 1-28 week-end; HMS *Kent's* white ensign; Canada's bright red maple leaf; and, on the *Naden* side, the stars and stripes. Visiting at the same time was the USN's radar picket ship, USS *Interpreter*.

Saguenay Commissioned

Cdr. H. H. W. Plant took command of the helicopter-destroyer *Saguenay* when the converted St. Laurent class warship was commissioned at Esquimalt on May 14.

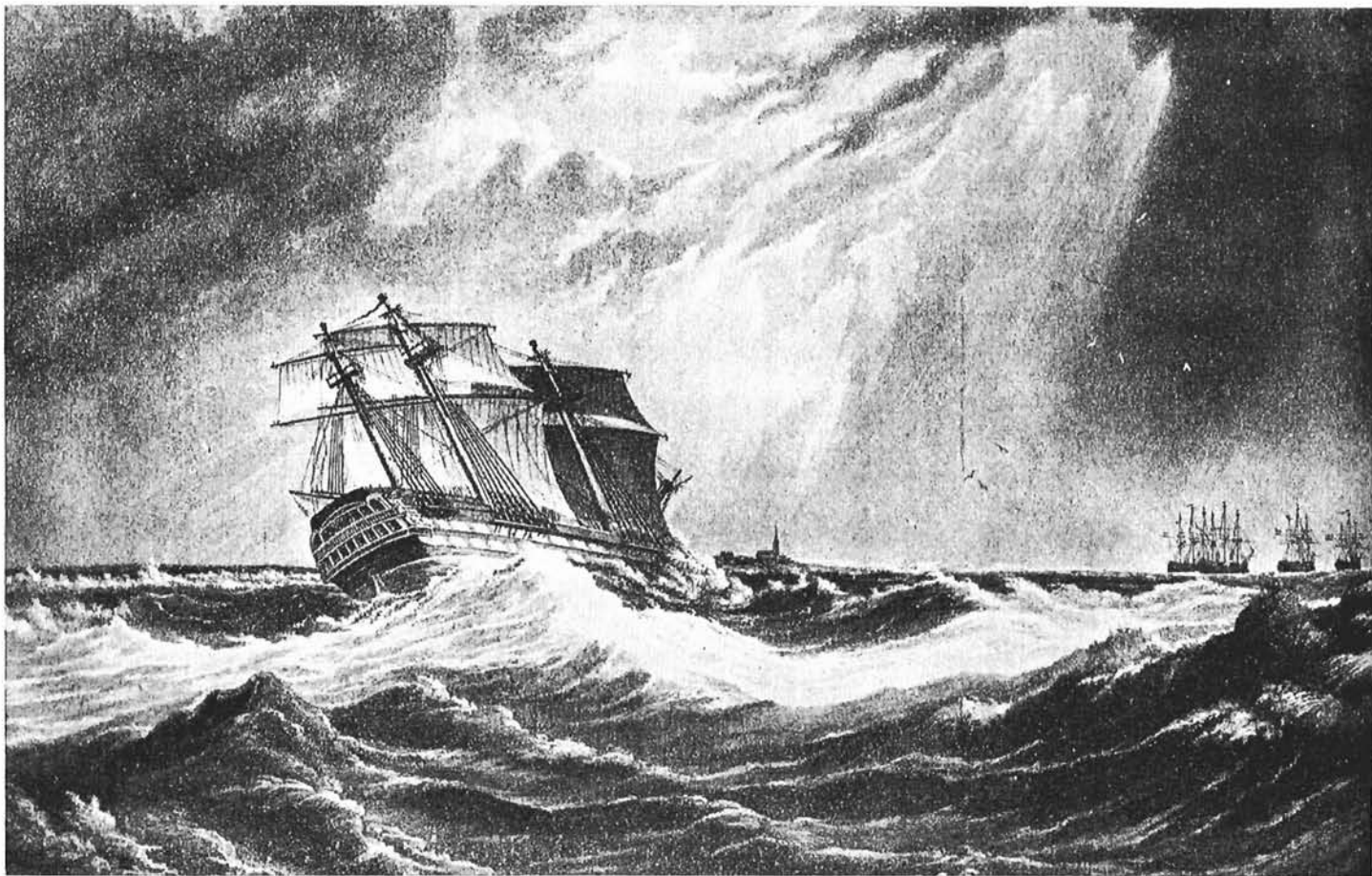
She is the fourth ship of her class to be converted into a helicopter-destroyer. The others are *Assiniboine* and *St. Laurent*, 1963, and the *Ottawa*, 1964.

Cdr. Plant entered the RCN as a midshipman from *Royal Roads* in 1948. He took early training with the Royal Navy and in 1951 joined the destroyer *Haida* for a tour of duty in the Korean war theatre.

More recently Cdr. Plant served in the destroyer escorts *Margaree* and *Yukon*, in the latter as an executive officer. He was promoted to commander in February.



Floodlighting gave the Royal Navy's guided missile destroyer HMS *Kent* an almost ghost-like appearance each night during her five-day visit to Esquimalt. The *Kent* visited Esquimalt and Vancouver en route from Singapore to United Kingdom. (E-80340)



HMS Malabar, whose grounding off Prince Edward Island in 1838 is described in the accompanying article, was a 74-gun ship, similar in appearance to HMS Magnificent, a "74" launched in 1806. More fortunate than the Malabar, the Magnificent, shown in this dramatic 19th century painting, by masterly handling escaped being wrecked on a lee shore in 1812.

THE GROUNDING OF HMS MALABAR

IN MY STAMP collection I have a Portsmouth Ship Letter which was written on Nov. 23, 1839, to a London lawyer by a Royal Marine, whose ship, the *Vestal*, was stationed in Bermuda.

Most such letters contain little of lasting interest as they are really business correspondence. This one disposes of the business matters in the first two paragraphs and then contains several paragraphs of both naval and Canadian interest. The last incident mentioned in this letter, as I have been able to reconstruct it, seems worthy of telling.

The letter reads in part:

"The Vestal has had the best of station hitherto and will most likely continue to do so, as she is a favour-

by
J. C. Arnell

ite of the Admiral's. We expect to be cruising off Grenada most of the winter months and then go with the Admiral again to Quebec. He must now have enough of us to do as ships are required at Mexico and Canada which are the two extremes of this extensive station. We sail in companion with the Cornwallis (Admiral's ship) in a few days for the West Indies . . .

"At present there are only about 40 marines and 1 officer up at the Lakes, but it is probable that the force will be considerable increased in the Spring as the good people

there are anything but quiet—and the removal of Lord Durham is most unfortunate for the Colony.

"The Malabar is here—having been on shore at Prince Edward's Island and lost most of her guns—she is much injured and returns to England in a week or ten days for repairs. There is no more news—accept my thanks for past favours and believe me

Your truly obliged

J. H. GASCOIGNE"

At the time this letter was written, Bermuda was the permanent base of the British North American Station. Before 1819, Halifax had been the headquarters of the fleet and Bermuda had

only just been included within the command. In 1795, a "place of refreshment and supply" was set up there for ships in southern waters and, in 1804, the Admiralty established the base at Ireland Island, which was soon to rival and then replace Halifax as the most important naval base north of the West Indies.

It is not surprising to find Lt. Gascoigne referring to the need for ships at Mexico and Canada. In Central America, there was general civil strife in Guatemala and there had been trouble between Mexico and both the French and the Americans for several years, so that the British possessions in the Caribbean would have had to be protected. At the same time, rebellion had broken out in both Upper and Lower Canada. Under these circumstances, the Admiral, who was Vice-Admiral Sir Charles Paget, GCH, would have been kept on the move visiting the various parts of his command.

Considering the size of the area, the North America and West Indies fleet, as given in the official *Navy List of September 1838*, was very small and one wonders at the success of Britain in maintaining control of the western Atlantic with it. It consisted of two 74-gun ships, the *Cornwallis* and the *Malabar*; two 46-gun ships, the *Madagascar* and the *Seringapatam*; two 28-gun ships, the *Andromache* and the *Crocodile*; the 26-gun *Vestal*; ten sloops of 16-20 guns, of which two had been ordered home; three brigantines, two schooners and six steam vessels. In addition, there were miscellaneous receiving ships, convict ships and others in Bermuda, Halifax and elsewhere, including four ships on the Great Lakes.

As this article is primarily concerned with the *Malabar* and the events surrounding her grounding on Prince Edward Island, we must limit ourselves to this ship and her captain, from whose letters* much of the following material has been drawn.

Captain Edward Harvey took command of the *Malabar* in Plymouth in February 1838 and must have joined the North American Station in the spring of that year, for he was the senior officer at Quebec when Lord Durham arrived in the *Hastings* on May 27. His letters to Sir Charles Paget are a reflection of the activities at the time and a valuable source of information. On Oct. 11 he wrote that on Oct. 6 the Governor General (presumably Lord

Durham) had requested the Navy to move a regiment (93rd Highlanders) from Halifax to Quebec.

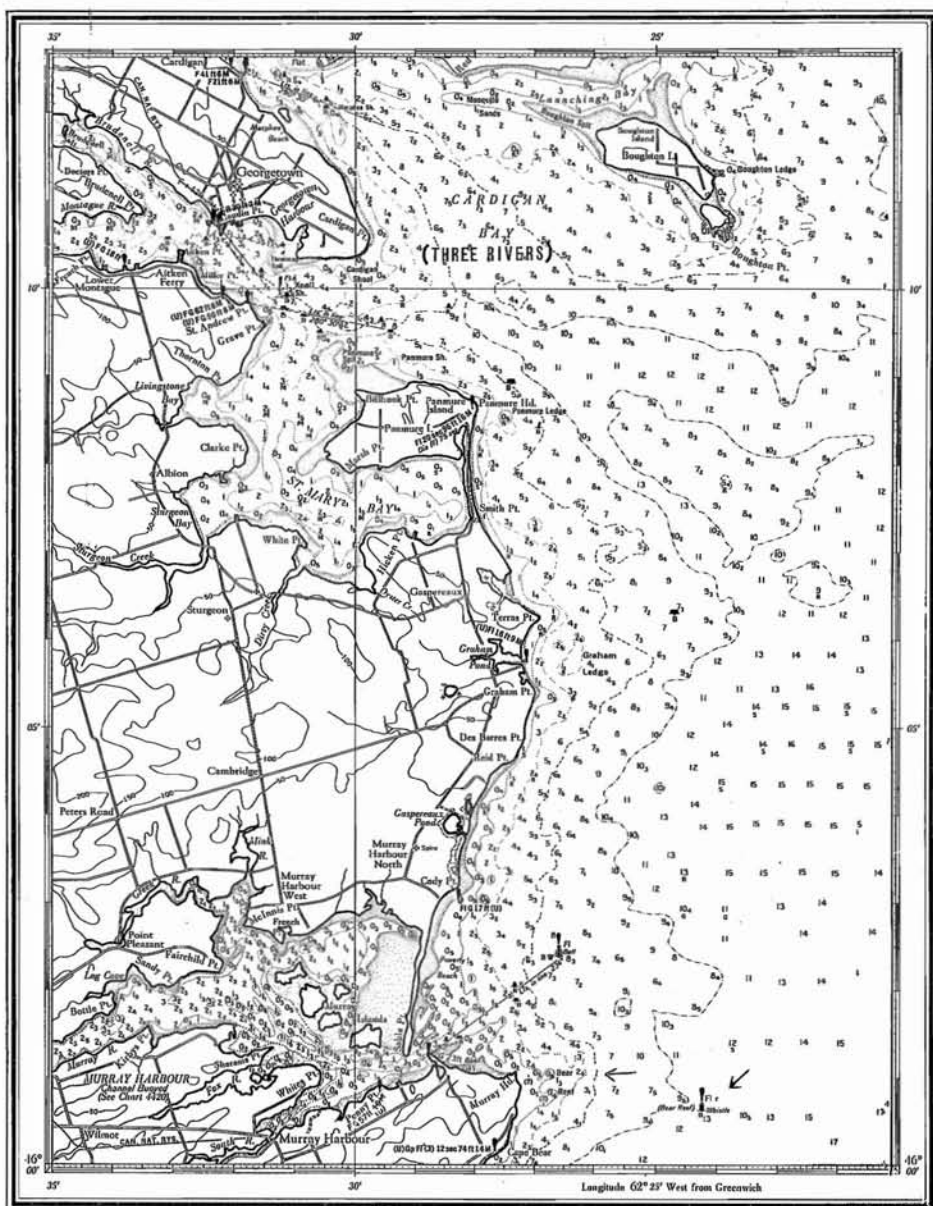
It was subsequently decided that the troops should march to Pictou, N.S., and be embarked there. This would greatly reduce the time necessary to get the troops to Quebec, as only one of the three ships available was steam-driven. The *Medea*, the steam vessel, was sent off the following day to Pictou with the necessary orders for the troop movements, to be followed by the two sailing ships as soon as weather permitted.

The original plan had not included the *Malabar*; however a requirement to have a ship available to return Lord Durham to England resulted in the substitution of the *Malabar* for the *Inconstant* in the troop transfer. The *Malabar* finally left Quebec on Oct. 12 and headed for Pictou. She carried two

coasting pilots—Gratien Sire, of Quebec, and Thomas Pickford, of Halifax.

On the morning of Friday, Oct. 19, the ship was sailing down the eastern shore of Prince Edward Island, heading for Pictou harbour, directly to the south. The wind was from a northeasterly direction and the pilots refused to take the ship into Pictou. It was decided instead to round Cape Bear on the

The Bear Reef whistle buoy at the lower right hand corner of a portion of a chart of Prince Edward Island, may have been the spot where the *Malabar* grounded, as described in Dr. Arnell's article, although the soundings do not seem to bear this out. A spot north-northeast of Cape Bear seems more likely, but this contradicts the ship's log. Cardigan Bay was then known as Three Rivers. The author, Dr. John C. Arnell, is Scientific Deputy for Engineering and Development to the Chief of Logistics, Engineering and Development at Canadian Forces Headquarters and a native Bermudian.



* These letters are to be found in the Admiralty-1 papers, Vol 1976, the originals of which are in the Public Records, Office, London, and which are available on microfilm in the Public Archives of Canada.

southeast corner of Prince Edward Island and find an anchorage in Northumberland Strait, where it was considered the troops could be embarked. At 1 p.m., in Captain Harvey's own words, "the lead being kept going, and the two Coasting Pilots having charge, being on deck, the Master also present, she (the *Malabar*) struck on a reef, where she remained, striking at times violently, until half past 10 o'clock, of the following day, although every exertion was made".

His letter continues, "Guns were continually fired, and rockets thrown up, during the night, but the only assistance offered, was by a Mr. Wightman (the captain's spelling), of Three Rivers, who came off in a small boat and voluntarily offered his services, and remained with us the whole time. His local knowledge was of great assistance, and enabled me to run for this anchorage (Three Rivers), where she rode out a heavy gale from the SE in which she must have been lost had she remained on the reef."

The ship's log provides further details to what must have been a rather exciting incident. The shoal on which the *Malabar* grounded was about 1½ miles ENE of Cape Bear, according to the log. Once on the reef the pilots shortened sail and then set the foresail and topsail in the hope of "paying her off". When she would not move, the sails were furled. A boat was then lowered and the master sent to sound around her. He found that the ship was on the edge of a rather extensive shoal and that there was four fathoms of water within a ship's length of her broadside.

Captain Harvey then placed both the pilots "under an arrest". He put out all his boats and laid out an anchor on a "hempen stream cable" in slightly deeper water off the port bow. A heavy strain was put on this in the hope of moving the ship, but without avail. A kedge anchor was laid out in deeper water with the intention of using its line to haul out a bower anchor and cable, but the heavy swell made this impossible. As a result of the swell, the ship was pounding heavily on the shoal and started to leak.

By this time it appears that evening was approaching and a decision was made to remove some of the upper masts and rigging. This presumably was to reduce the hazard from above in the event of a crisis during the night. Also the first steps were taken to lighten the ship and 16 lower deck guns and one upper deck gun were heaved overboard. As no help beyond

Mr. Wightman was forthcoming, Captain Pascoe, who headed the Royal Marine detachment on board the *Malabar*, was sent ashore to notify Cdr. Nott of the *Medea*, which had been awaiting the *Malabar's* arrival in Pictou, and to seek his assistance.

At 10 o'clock that evening, they began to fire guns every minute and let off rockets, as already indicated from Captain Harvey's letters. In addition, blue lights were burned during the night. Obviously not being prepared to



Another view of a 74-gun ship similar to the *Malabar*. This is HMS *Aboukir*, launched in 1807 and sold in 1838. The former RN naval base at Ireland Island, Bermuda, was named HMS *Malabar*.

depend on Captain Pascoe, the mate Mr. Slight, was sent directly to Pictou to seek assistance. By midnight, the wind had dropped to a light breeze and the weather was fine. The night was apparently uneventful, with the chain pump keeping the leak under control.

By seven on Saturday morning, the wind was freshening and the ship was further lightened by heaving 11 lower deck guns and eight upper deck guns overboard, together with some shot. As the wind was now from a southerly di-

rection and getting stronger all the time, it was hoped that the lightened ship might be blown back off the shoal. To aid nature, the three topsails and the foresail were set. By nine o'clock the *Medea* was observed to be leaving Pictou and coming to the assistance of the *Malabar*. The swell was increasing as the gale developed and the ship began again to pound heavily. Finally at 10 o'clock, the ship began to go astern and within half an hour was again afloat in deep water.

As the *Malabar* was making sail, a cutter alongside upset and the two men in it, William Hancock and James Murphy, were drowned. These were the only casualties of the incident. The *Medea* was approaching at the time and picked up the boat. By a quarter to 12 noon, the *Malabar* was safely anchored in 12 fathoms of water in the outer anchorage of Three Rivers, with sails furled and the *Medea* standing by. They were none too soon in reaching safety, for in the words of *The Colonial Herald* of Oct. 27, 1838, they reached Three Rivers "at the commencement of a South easterly gale, which had it commenced when the ship was on the reef, would have occasioned the loss of the vessel and most probably many of her crew."

In his letter to Sir Charles Paget, written the following day, Captain Harvey reported that the ship was making three inches of water an hour and that he was unable to determine the extent of the underwater damage. Estimating that it might be some time before she could be repaired and the troops embarked, he decided against undertaking the troop movement because of the danger of getting caught in a freeze-up at Quebec, if he should be delayed too long. Instead, he proceeded to Halifax as soon as was practicable, which proved to be three days later, or the following Wednesday, Oct. 24. The trip to Halifax took a week and in a letter written after his arrival there, Captain Harvey reported that the *Malabar's* "leakage has not increased, although the weather was very bad on her passage here." He goes on:

"I have reason to believe she has lost her false-keel but I am unable to ascertain with certainty, the extent of injury she may have sustained. A survey will be held as soon as possible when I shall be enabled to make a return of the quantity of shot and other stores lost on the occasion."

And well he should, for his log shows 36 guns were thrown overboard, together with an unspecified amount of



This magnificent silver service was presented to Joseph Wightman, of Prince Edward Island, by the captain and officers of HMS Malabar in recognition of his services to the ship after her grounding.

shot and several anchors. By Nov. 5 Captain Harvey was able to report that the leakage had gradually decreased to only two inches of water an hour. Presumably shortly afterwards the trip was made to Bermuda for two and a half weeks later, Lt. Cascoigne was able to write "the *Malabar* is here—having been on shore at Prince Edward's Island and lost most of her guns—she is much injured and returns to England in a week or 10 days for repairs."

THERE is a postscript to this story. Group Captain H. R. Stewart, RCAF (Retired), of Prince Edward Island and Ottawa, while living on the Island some 30 years ago, purchased from a local jeweller during the final settlement of an estate a brass-bound oak chest containing a silver service consisting of a coffee pot, tea pot, cream jug, sugar bowl and salver. On the tray, the coffee pot and the tea pot are inscribed:

*Presented to
Mr. Joseph Wightman
by
Captain Edward Harvey
and the Officers of HMS Malabar
for the important assistance he
rendered to that Ship when
in danger upon the rocks off
Cape Bear
Prince Edward's Island
19th Octr 1838*

The cream jug and the sugar bowl, being smaller, only carry the inscription:

*To
J.W.
from the
"MALABARS"*

While the tea pot, cream and sugar are a set with a hallmark dating them as 1838-9 or contemporary with the incident, the coffee pot is a few years older (1825-6) and of superior quality

and the silver salver which is 11 inches in diameter with a conventional design very heavily embossed around its surface, must have been a special article even in that day, for stamped on its undersurface are London hallmarks indicating that it was made in 1745-6.

In the absence of any information about this gift, one can only speculate that when the *Malabar* got back to Plymouth for repairs, Captain Harvey and his officers decided to show their appreciation to the only man with the courage to face the gale and to help them when grounded, and after choosing hollow ware, they selected the salver, which even in 1838 would have been classed as an antique, as a special token of their esteem.

AUTHOR'S NOTE—I am indebted to E. C. Russell, the Naval historian, and G/C H. R. Stewart (Retired) for their assistance in providing me with information and guiding me to my main source in the Public Archives of Canada.—J.C.A.



OFFICERS AND MEN

Armed Forces Days To Be Celebrated

A series of Armed Forces Days across Canada has been initiated this year, with the first scheduled for Ottawa on June 12.

A parade of bands, men and equipment from the Armed Forces was accompanied by a simultaneous fly-past of service aircraft.

Incorporating many of the features of the individual service celebrations held annually in the past, Armed Forces Day programs will vary considerably at each location in Canada, but in each instance will be an integrated effort by the forces.

Armed Forces Day was to be observed in a formal way in five major centres:

National: Ottawa, Saturday, June 12

Atlantic Coast: *Shearwater*, Saturday, June 26

Pacific Coast: Victoria, Saturday, June 26

Manitoba: Winnipeg, Sept 11 or 26

Quebec: St. Hubert, Saturday, Sept 18.

For the first Armed Forces Day in Ottawa, a parade lasting more than an

Births

To Petty Officer Jerry Allan, USN, *Coverdale*, and Mrs. Allan, a son.

To Able Seaman G. A. Arnold, *Saskatchewan*, and Mrs. Arnold, a daughter.

To Able Seaman Robert Bolger, *Coverdale*, and Mrs. Bolger, a son.

To Petty Officer R. A. Cato, *Saskatchewan*, and Mrs. Cato, a daughter.

To Sub-Lieutenant P. J. Child, *Saskatchewan*, and Mrs. Child, a daughter.

To Leading Seaman R. G. Derkacz, *Saskatchewan*, and Mrs. Derkacz, a daughter.

To Leading Seaman Robert Doak, *Coverdale*, and Mrs. Doak, a daughter.

To Leading Seaman Steven Fox, *Stadacona*, and Mrs. Fox, a son.

To Leading Seaman S. A. Grenda, *Saskatchewan*, and Mrs. Grenda, a daughter.

To Able Seaman Robert Gurnick, *Coverdale*, and Mrs. Gurnick, a daughter.

To Able Seaman R. L. Jones, *Saskatchewan*, and Mrs. Jones, a son.

To Leading Seaman Tyrone Le Mercier, *Saskatchewan*, and Mrs. Le Mercier, a son.

To Able Seaman R. F. Olson, *Saskatchewan*, and Mrs. Olson, a son.

Petty Officer F. G. Saunders, *Saskatchewan*, and Mrs. Saunders, a son.

To Able Seaman R. E. Swayze, *Naden*, and Mrs. Swayze, a daughter.

To Lieutenant-Commander Howard C. Wallace, Canadian Forces Headquarters, and Mrs. Wallace, a daughter.



Chaplain (RC) James Anthony MacLean has been appointed Roman Catholic chaplain of the fleet at Canadian Forces Headquarters in Ottawa. He has been eastern command RC chaplain for the forces, at Halifax.

hour was scheduled to include more than 4,000 men of the three services plus mobile or transportable equipment.

Chaplain of Fleet (RC) Retires

Chaplain (RC) Joseph Edward Whelly, who has been Roman Catholic chaplain of the fleet since October 1952, proceeded on retirement leave on May 10.

Succeeding him in the appointment of Deputy Chaplain General (RC) of the Armed Forces is Chaplain James Anthony MacLean.

Father Whelly was educated in Saint John schools and graduated from St. Joseph's University as a bachelor of arts in 1932. He studied theology at Holy Heart Seminary, Halifax, and was ordained at Saint John in 1937.

He served in several New Brunswick parishes before entering the Navy as a chaplain in 1943.

Father Whelly, who came to Ottawa in 1958 with the integration of the

chaplain services, will return in May to the Saint John Diocese for appointment by Bishop A. B. Leverman.

His successor, Father MacLean, entered the Navy at Halifax in 1951 and served with RCN ships in the Korean war theatre. Since 1960 he has been inter-service command chaplain (RC) at Halifax. Before joining the Navy he served in two parishes in Antigonish County, N.S.

Associate Minister Visits Europe

Hon. Leo Cadieux, Associate Minister of National Defence, paid his first visit to Canadian Forces in Europe from April 21 to 27.

Mr. Cadieux inspected 3 Wing of 1 Air Division, RCAF, at Zweibrücken, Germany, April 22-23. He visited the Fourth Canadian Infantry Brigade Group in Soest, Germany, on the 26th, returning to Ottawa by air on the following day.

Before inspecting the Canadian formations in the NATO allied command in Europe, he attended the ceremony marking the 50th anniversary of the Battle of St. Julien near Ypres, Belgium, on April 22.

Officers Going to New Appointments

A number of appointments of interest have been announced by Canadian Forces Headquarters.

Captain Vernon W. Howland in August will become Assistant Chief of Staff (Logistics and Supply) to the Flag Officer Atlantic Coast at Halifax.

At present Naval Member, Canadian Joint Staff Washington, he will succeed Captain F. D. Elcock, who will join Canadian Forces Headquarters in September as director of manpower requirements.

Captain John Edward Roue will become Director of Operations Systems at Canadian Forces Headquarters in August. He has been attending the National Defence College, Kingston.

Captain J. A. M. Lynch, who has been serving at Canadian Forces Headquarters, becomes Principal Naval Overseer, Maritimes, at Halifax, on Aug. 8, succeeding Captain R. L. Lane, whose

appointment to the National Defence Defence College course at Kingston was announced earlier.

Captain Robert M. Battles will take up the appointments of Superintendent HMC Dockyard, Esquimalt, and Superintendent Pacific Coast in July in the rank of commodore.

Succeeding him on Aug. 16 as Manager Ship Repair Activity Pacific Coast will be Captain John C. Chauvin, who has been attending the National Defence College course in Kingston, Ont.

Cdr. H. W. Vondette takes command of the destroyer escort *Restigouche* on July 7; Cdr. H. D. Joy takes command of the *Qu'Appelle* on Aug. 28 and Cdr. J. A. Fulton, the *Gatineau* on Aug. 11.

Captain William Kidd will take command of the Second Canadian Escort

Squadron at Esquimalt on July 28. He succeeds Captain R. J. Pickford whose new appointment was to be announced later.

Captain Kidd has been assistant director of operational task plans on the staff of the Supreme Allied Commander Atlantic, Norfolk, Va., for the past two years.

Many Changes In Uniform Kit

Recommendations made by a committee composed entirely of lower deck personnel except for the chairman are behind the extensive revisions in RCN uniform kit recently announced.

The committee was established in October 1963 by the Flag Officer Pacific

Coast to examine kit requirements. Two submissions were made to the Canadian Forces Headquarters on the basis of the report, recommending changes to kit lists, exchange clothing issues and clothing issued on permanent loan.

While action has been taken from time to time, in piecemeal fashion, to bring the various articles of the present-day sailor's kit up to date, this is the first time a complete survey of the kit requirements has been carried out.

The wearing of seaman's uniform, negative jumpers (2As), ashore in warm weather has been authorized, thus "legalizing" a practice of long standing.

A peaked cap for wear at sea with working dress is the only newly developed item authorized under the kit changes, but extensive changes have been made in kit requirements, with the deletion of some items no longer required because of the improved habitability of ships or because they have been outdated by items more functional and popular. The peaked caps will be issued as soon as they are available.

A dress change has been authorized in Dress 13B, for shipboard hot weather wear, for both Class I (petty officers, first class, and above) and Class II (men dressed as seamen) uniforms, with the substitution of white shoes for the former black footwear.

Blankets, a personal permanent loan item, are being reduced from two to one each for all men.

Men will no longer be issued with two pairs of black stockings, but their allowance of black socks will be increased by two to six pairs. Seaboot stockings have been deleted and replaced by grey wool socks, an added item. White leather shoes are an added item for men wearing Class II uniform.

Additions have been made to the working clothes items authorized as exchange issues, which will include two working jackets, three working shirts and three pairs of working trousers.

All changes are listed in CANAVGEN 97/65.

\$2,000 Bursary For Sub-Lieutenant

A National Research Council bursary for \$2,000 has been awarded to Sub-Lt. Arthur Edwin Burgess, *Stadacona*, and he plans to make use of it by studying at the Royal Society Mond Laboratory at Cambridge University in England. He is particularly interested in doing research in low temperature physics.

Sub-Lt. Burgess, the son of Mr. and Mrs. Arthur Burgess, of Calgary, was born in 1940 in Summerside, P.E.I. He

MEMORIAL PLAQUE



A COMMEMORATIVE silver plaque was unveiled in the Operations Division of Fleet School, *Stadacona*, on Feb. 26 by Lt.-Cdr. A. C. Gorsline. The plaque is in memory of Lt.-Cdr. G. A. Carroll, DSM, who was the first radar plotter, the first RP instructor, and also the first RP promoted to boatswain RP in the Royal Canadian Navy. Lt.-Cdr. Carroll joined the RCN in Oct. 1938 and died June 5, 1963, while serving in the Operations Division, Fleet School, *Stadacona*.

The plaque will be engraved with the names of all radar plotters retired to pension and the name of the radar plotter of the year, determined by the highest over-all marks obtained by any RP completing the trade group three

course. The memorial plaque was made possible by contributions of radar plotters throughout the RCN.

Lt.-Cdr. Gorsline was the first radar plotter to be promoted to officer. He and Lt.-Cdr. Carroll were the first instructors in the old radar plot trade. In the picture, the chief petty officers, first class, on the left and the chief petty officers, second class, and petty officers, first class, on the right were all instructed by the two officers. Also shown are Lt.-Cdr. James Murwin, training officer, Operations Division, Lt.-Cdr. Gorsline, Captain D. G. Padmore, commanding officer, *Stadacona*, and Cdr. S. M. King, officer-in-charge, Operations Division. (HS-77557)

attended school at Shilo, Man., before going to College Militaire Royal de Saint-Jean. Last year he graduated from the Royal Military College of Canada, at Kingston, with an honours degree in mathematics and physics.

He is on the staff of the Commodore Personnel Atlantic Coast.

Suggestions Save

Nearly \$500,000

M. F. Davis, Ottawa, earned \$325 in award money from the Suggestion Award Committee of the Department of National Defence during April.

Adoption of his suggestion, submitted when he was a technical officer at HMC Dockyard, Halifax, will reduce docking time, labour, cable costs and improve shipboard maintenance and testing facilities for ships in dry dock.

During the fiscal year ending March 31, the Department of National Defence realized savings estimated at \$492,870 from suggestions submitted through the SAC. Prize money amounting to \$24,330 was paid to 394 persons for an average cash award of \$74.37.

Commission for Clearance Diver

CPO B. W. Robinson has been promoted to commissioned officer in the Royal Canadian Navy.

Mr. Robinson, a clearance diver enlisted in the RCN in 1950. He has served in the aircraft carriers *Magnificent* and *Bonaventure*, the Arctic patrol ship *Labrador* and as a member of the 5th Escort Squadron's clearance diving team. He is serving at *Naden*, but will join HMCS *Granby*, the Navy's diving school, in Dartmouth, later this summer.

Cd. Off. Robinson attended Lisgar Collegiate High School in Ottawa and later attended Kelvin Technical High School in Winnipeg. In 1948 he served briefly with Ottawa's 30th Field Regiment, Royal Canadian Artillery (Militia).

Sonar Prize to Paid-Off Ship

The ASW training proficiency competition for 1964 in the Atlantic Command has been won by a team from HMCS *Lanark* for the second year in succession.

The *Lanark*, a modernized Second World War frigate, was paid off for disposal in January of this year. However, sonar personnel were brought together from other ships and establishments to receive the trophy from Rear-Admiral W. M. Landymore, Flag Officer Atlantic Coast, in April.

DR. FOOTE RETIRES

CHAPLAIN THE REV. Dr. Ernest G. B. Foote, Protestant Chaplain General of the Armed Forces for the past three years, will proceed on retirement leave this summer.

Dr. Foote was born on Aug. 6, 1910, at Barney's River, Pictou Co., N.S., and graduated in theology from the Presbyterian College of Montreal in 1936.

He entered the Navy in January, 1941, from a parish at Oxford, N.S., serving until 1944 in various Canadian naval establishments when he became Command Chaplain, RCN headquarters in Britain. He was appointed Protestant Chaplain of the Fleet in December, 1945.

Dr. Foote was awarded the OBE on Jan. 1, 1946, for his war services. The citation accompanying the honour said it was "for untiring, unselfish and unstinted devotion to duty."

"Chaplain Foote, as one of the senior Protestant chaplains of the Canadian Naval Service, proceeded to the U.K. early in 1944 and assumed the appointment of Command Chaplain there. He has at all times, devoted himself to the welfare of all ranks and ratings and, through his personality and his organizing ability, ensured that none should be without spiritual and physical comfort and advice."

In 1951 he received the honorary degree of Doctor of Divinity from the Presbyterian College of Montreal, one of the youngest clergymen in Canada so honoured.

Career Began In Tsarist Russia

A boyhood in Tsarist Russia, service on the Eastern Front and on special missions to St. Petersburg for the British in the First World War, a decade in India with the Calcutta Electric Supply Corporation, Second World War service with the British Admiralty, and 19 years—including two extensions of service—with the naval section of the Canadian civil service, specializing in fire control, add up to 67 years jammed with memories for W. H. Chandler.

Russian memories date from the mutiny, pogrom and abortive revolution of 1905 when "shells from the mutinous Russian battleship *Potemkin*—then anchored in Odessa harbour—whistled over the heads of my father and me."

"At one stage of the pogrom, my mother and I were besieged in our apartment for a full day and a night



REV. DR. E. G. B. FOOTE

Dr. Foote made frequent tours of a naval parish which at times extended over half the world. He served with Canadian destroyers in the Korean war theatre.

He was appointed Deputy Chaplain General (P) of the Armed Forces in 1958 and as Chaplain General in February 1962. At that time he was promoted to Chaplain VI, corresponding to the naval rank of commodore.

because we were living in the Jewish quarter of Odessa."

In 1910, at the age of 12, he was sent to Queen Elizabeth school in Cranbrook, Kent England.

Things then went smoothly until the outbreak of war in 1914 when the 16-year-old schoolboy was trapped in Odessa on a summer holiday with his family and not allowed to leave Russia. For the next three years he continued his education studying with a professor of the university of Odessa.

In 1917 he enlisted in the Royal Naval Air Service Armoured Car Division in Russia and served under Cdr. Locker Lampson on the Eastern Front in Poland.

For a while, early in 1918, he served in HMS *Glory* at Murmansk and later returned to Britain with Cdr. Lampson.

After demobilization, Mr. Chandler enrolled in the Faraday House Electrical Training Institution in London Eng.,

graduating in 1921 with an honours diploma.

From 1924 to 1933 he was a charge engineer with the main generating station of the Calcutta Electric Supply Corporation.

Between his return to England and the outbreak of the Second World War, he was employed by various civilian companies.

After 1940 he served in several Admiralty posts in London and was transferred to Canada with the British Admiralty Technical Mission in 1944 and was responsible for inspection and production of the first naval gun mountings with metadyne auto control.

He joined the Canadian civil service in 1946 and has been employed since that time in design, layout, estimates and other problems connected with fire control and underwater weapon and detection systems.

Due for retirement in 1963, he finally left the government service this spring with the rank of Engineer Grade 5.

Padre with DFC To Add MEd Degree

One of the few persons in the RCN to hold the Distinguished Flying Cross, Chaplain (P) Clifford F. Waite, padre of the Fourth Canadian Escort Squadron, was to have more initials added to the list after his name.

On June 8, he was to be awarded a Master of Education degree by the University of Toronto *in absentia*. There was to be no cap and gown for Chaplain

Waite, scheduled to be with the squadron far out in the Pacific, carrying out his shipboard duties during a cadet cruise.

Earlier Chaplain Waite had earned his Master of Arts degree and bachelor degree in arts, education and divinity. He attended Acadia University, Wolfville, N.S., and Emmanuel College, associated with Victoria College, in Toronto.

Some of the courses toward the Master of Education degree were taken by correspondence and one other under RCN auspices.

Born in Toronto on Oct. 26, 1921, Chaplain Waite joined the RCAF as an AC2 in December 1941. By Nov. 1, 1945, he had become a flying officer and a month later he was awarded the Distinguished Flying Cross. He returned from overseas in March 1945.

He joined the UNTD in 1945, served for a time in the RCAF reserve and then joined the RCNR as a chaplain in 1961. He transferred to the regular force on July 18, 1963. He was serving in *Naden* before his recent appointment to HMCS *Qu'Appelle* for service with the Fourth Escort Squadron.

Chaplain Waite is married and has four children.

Pioneer Diver Leaves Service

A pioneer of the Royal Canadian Navy's diving and demolition organization, Lt.-Cdr. E. D. (Tommy) Thompson, of Victoria, retired in April after 26 years' service with the RCN.



LT.-CDR. E. D. THOMPSON

He is the last serving member of Canada's first Underwater Bomb and Mine Disposal Team, the basis of the present Navy "frogmen" organization.

Called up from reserve service as a stoker, Lt.-Cdr. Thompson joined the regular force and became an instructor at HMCS *Naden* early in the Second World War. Later he served as an engineer in HMC Ships *Vancouver* and *Sudbury*; then trained as a diving officer with the United States Navy in Washington, D.C.

He was a member of the diving team that helped clear Bedford Basin after the naval munitions depot explosion in 1945.

After completing the USN Master Diver's Course he continued training in the United Kingdom and again with the United States Navy in bomb and mine disposal techniques.

As officer in charge of the RCN's Clearance Diving Trials and Development Unit, he played a leading role in the design and development of recompression chambers now used by the RCN.

The veteran diving officer has started a new career as hyperbaric engineer with the University of British Columbia Faculty of Medicine in Vancouver. The hyperbaric oxygen chamber, to be installed in the Vancouver General Hospital, will be the first of its kind west of Toronto. Made possible by a grant from the Heart Foundation to cardiac specialist Dr. W. G. Trapp, the new unit will be used primarily for research purposes.



Four seamen of a combined NATO anti-submarine force head for shore leave in Rosyth, Scotland. Ldg. Sea. Gordon Holstead of HMCS *Columbia* is followed by AB Bernard Rirch of HMS *Leander*, B/M Raymond Andrilla of the USS *Hammersberg*, and FM Baastern Kplumant of the Netherlands ship RNMS *Overijssel*. The four ships joined forces in February and are sailing together until mid-July when Exercise Matchmaker ends off Norfolk, Va. This is the first NATO anti-submarine squadron to be formed and worked together for an extended length of time. (HS-77500-72)

THE FIRST TO DIE

HALF A CENTURY ago, on Nov. 1, 1914, four RCN midshipmen who died in the Battle of Coronel became the first battle casualties of Canada's young naval service. A little more than 25 years later, a native of Moose Jaw, Sask., was the first Royal Canadian Navy battle casualty of the Second World War. He is also believed to be the prairie city's first serviceman killed in that war.

Able Seaman Rodney Trevor Woodward, born and raised in Moose Jaw, was killed in action on July 19, 1940, in a machine-gun engagement with two ME 110 aircraft in the North Sea while serving in a Royal Navy anti-submarine motor boat.

Ironically, AB Woodward was on a three-month extension of his overseas draft taking training for motor boat coxswain with two other Canadian vol-

unteers. He had qualified as a submarine detector in England earlier. The funeral was held at Yarmouth, England, on July 22, 1940.

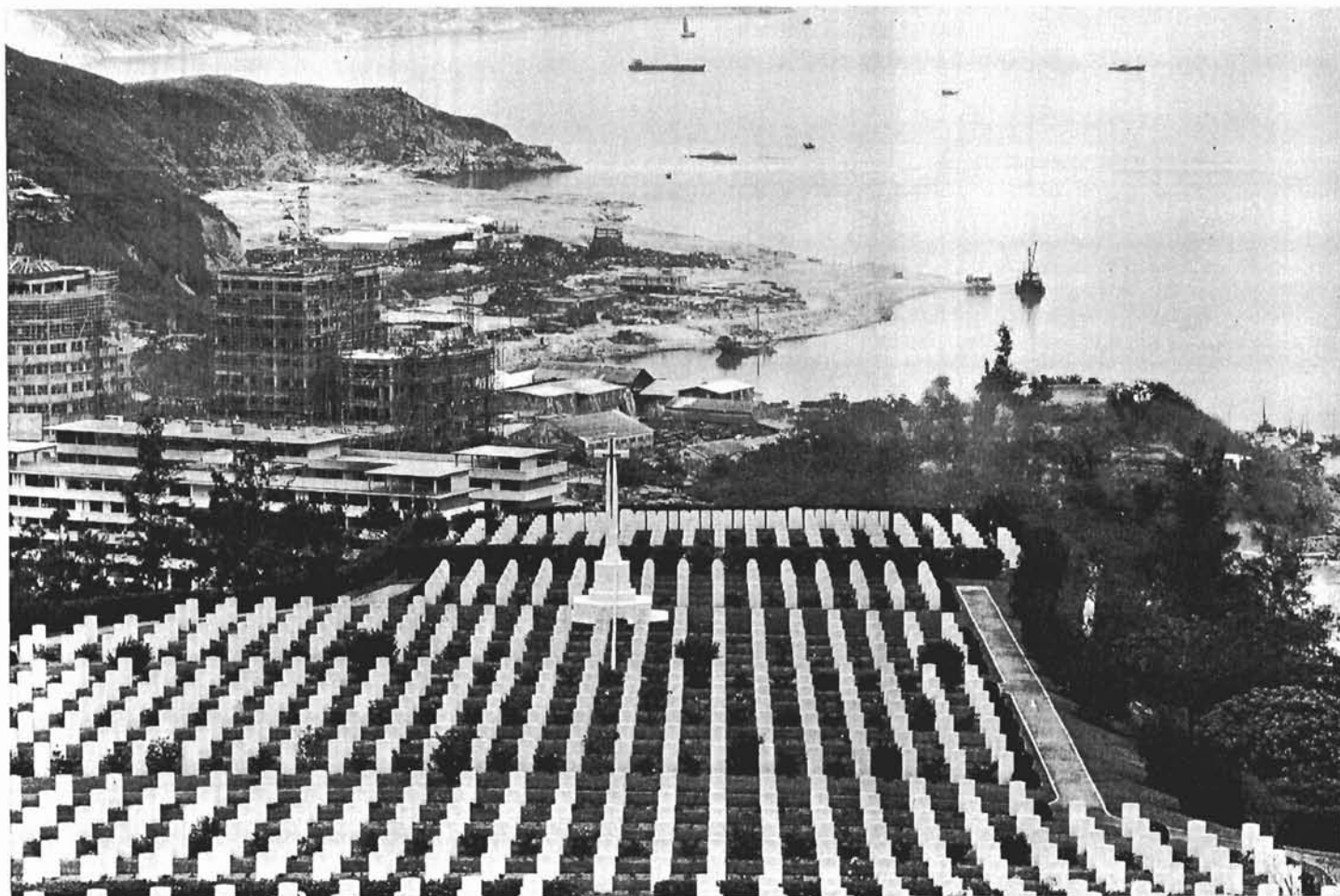
AB Woodward, son of William and Ada Woodward, of Moose Jaw, was born on May 2, 1920. He completed Grade IX at Moose Jaw Central Collegiate before entering the RCN as a boy (seaman class) on May 5, 1937.

He trained at *Naden* and in the destroyer *Skeena* and was rated an ordinary seaman a year later. Ten months in the destroyer *St. Laurent* elapsed before his return to *Naden* and promotion to AB. In November 1939 he was sent overseas for a submarine detector's course. He had passed professionally for leading seaman on the West Coast.

Initially he was attached to HMS *Victory* but in May 1940 HMS *Osprey* became his parent establishment while



Sea Cadet Robert J. Keehn, 18, of Drumheller, Alta., one of the group of sea cadets who journeyed to the Far East this spring in the *Saskatchewan*, *Mackenzie* and *Beacon Hill*, was chosen to sound "The Last Post" at Sai Wan Cemetery, Hong Kong, at the remembrance services held there by the ships. (CCC2-1750)



Part of Sai Wan Cemetery, Hong Kong, showing the portion where Canadian war dead lie buried. New skyscrapers rise on the mountainside toward the sea. The ship's companies of the *Saskatchewan*, *Mackenzie* and *Beacon Hill* remembered the defenders of Hong Kong when they called at the Far Eastern metropolis recently. (CCC2-1829)

he was serving in Motor Anti-Submarine Boat 8. In June the boat shifted to the jurisdiction of HMS *Watchful*. In July, the fatal action took place.

Surviving him besides his parents were four brothers and a sister. Records show him to have been five feet, 10½

inches tall, weighing 145 pounds, with brown eyes, dark brown hair and medium complexion.

Character assessment was "Very Good," efficiency "Satisfactory" throughout his all-too-brief naval career.

THE MANY USES OF HELICOPTERS

SUBMARINE HUNTING, troop carrying and rescue operations—these are the best known and most dramatic uses of the military helicopter. Reconnaissance, cargo lifting, liaison flights and a dozen other tasks testify to its versatility.

Introduced to the Canadian Armed Forces in 1948, eight years after Igor Sikorsky, the inventor, flew his first, the Sikorsky H-5 gained fame for its rescue work. Also used for training pilots at the Joint Air Training Centre at Rivers, Manitoba, it remained in RCAF service until 1964.

The RCAF obtained the Vertol H-21A, H-21B and the H-44 during the 1950s to supply northern posts during construction of the Mid-Canada radar line and for search and rescue.

The new helicopters for the Royal Canadian Air Force and the Canadian Army has come in the shape of Vertol's new tandem-rotor gas turbine CH-113 series. Eighty-three feet long from tip to tip of its twin rotors, it stands 17 feet high and weighs about 10 tons fully loaded. Two General Electric gas turbine engines give it sufficient lift to carry 25 fully equipped troops, 15 litter patients or two and a half tons of cargo over the distance of 200 miles at speeds of 150 mph. The water-tight hull gives emergency flotation capability.

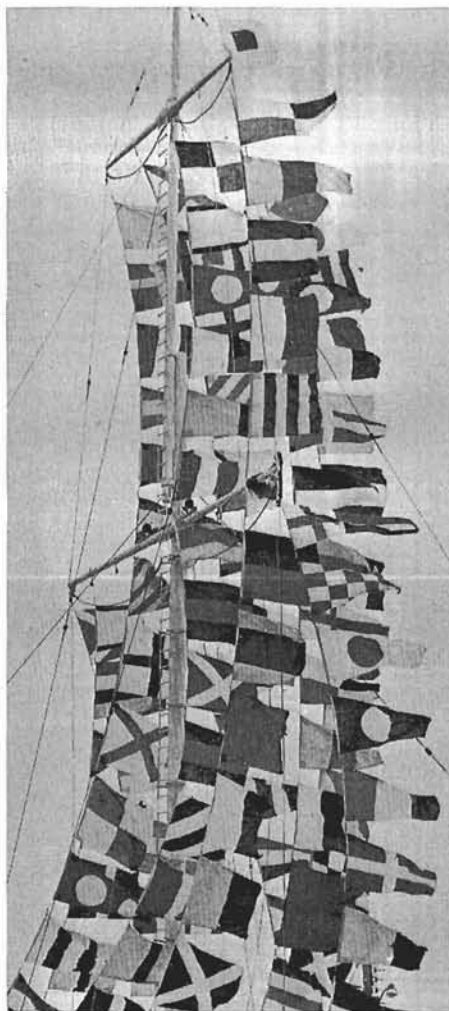
The RCAF version of this aircraft has an added refinement or two for the specialized job of search and rescue. It is fully instrumented and has a semi-automatic pilot. Extra fuel is carried, doubling its range to 400 miles, and flotation tanks add stability on the water. Six have been ordered by the RCAF and 12 by the Army.

In the Army role the new CH-113 are called the "Voyageur". Capable of carrying small vehicles as well as troops, the Voyageur joins the present Army fleet of Hiller CH-112 reconnaissance and liaison helicopters.

Army helicopters are flying reconnaissance missions with the armoured corps in Germany as well as providing command and liaison flights for the

commander and his staff. Since 1962, the CH-112 has given a new look to reconnaissance, flying at two to six feet above the ground in "nap of the earth" flying to avoid detection.

The Royal Canadian Navy started its helicopter operations in 1951 with the establishment of Number One Helicopter Flight. This squadron was first equipped with three Bell HLT-4s and



"Can you read me?" It looks like a signalman's nightmare but actually it's just washday at the Communication Division of the Fleet School at Cornwallis. After a long winter's storage these flags were being aired and made ready for use by incoming courses of signalmen. (DB-19682)

began training for roles such as pilot training, photography and land-sea rescue. Number One Helicopter Flight later became known as Utility Helicopter Squadron 21 (HU-21) and was equipped with Sikorsky HO4S2's and HUP Piasecki helicopters. The Bells were embarked on HMCS *Labrador* during her historic navigation of the Northwest Passage in 1954. Both HUPs and Bell HTLs continued to serve on the *Labrador* until she was turned over to the Department of Transport in 1958.

In 1955, a helicopter test and evaluation squadron formed at HMCS *Shearwater*, the naval air station near Dartmouth, N.S., and equipped with six Sikorsky HO4S-3s was named HS-50. The helicopters used in HS-50 were basically the same as the HO4S2s except for a more powerful engine and provision for mounting sonar gear and one torpedo. The HO4S3 carried a crew of three (two pilots and one sonarman).

In 1960 the RCN chose the CHSS2 "Sea King" manufactured by Sikorsky as a replacement for its aging HO4S3 and for anti-submarine warfare. The first Sea King was delivered to the RCN in June 1963.

Recently HS-50 turned over its last HO4S3 to HU-21 and is now fully equipped with CHSS2 helicopters. HS-50 operates from the naval air station and the aircraft carrier HMCS *Bonaventure*.

The Sea King is an all-weather, day and night helicopter designed specially for anti-submarine work. It is equipped with automatic main rotor and tailpylon folding devices, winch down equipment, navigation, detection and weapons systems. The CHSS-2 also includes a sophisticated auto-pilot which enables it to hover automatically.

These all-weather helicopters will soon be operating from the decks of destroyer escorts following the completion of night trials being conducted by the air station's experimental squadron aboard HMCS *Assiniboine*. A device conceived by the Royal Canadian Navy and engineered by Fairey Aviation Co. Ltd., of Dartmouth, N.S., assists the heavy helicopter in landing on the small deck space of a destroyer escort using a haul-down method and a rapid securing device known as "Beartrap".

The Sea King carries a crew of four (two pilots and two sonarman), has an endurance of four hours or 500 nautical miles and weighs 19,100 pounds fully loaded. It is a single rotor, twin gas turbine helicopter.

With anti-submarine gear removed it can carry up to 25 troops internally or 6,000 pounds of cargo externally in a sling load.

THE BENEVOLENT FUND

FOUNDED JUST as the war in Europe ended, the Royal Canadian Naval Benevolent Fund this year observes its 20th anniversary—with three of the original nine directors still active with the fund.

The durable three are Rear-Admiral G. L. Stephens, for eight years president of the fund (then known as the Canadian Naval Service Benevolent Trust Fund), Vice-Admiral H. G. DeWolf, re-elected president at the annual meeting in Ottawa on May 17, both of Ottawa, and Captain Joseph Jeffreys, of London, Ont.

Vice-Admiral K. L. Dyer, Chief of Personnel, was elected honorary president, succeeding Vice-Admiral H. S. Rayner, former Chief of the Naval Staff.

Admiral Dyer reviewed the integration program, outlined the workings of the cyclic system of manning and operating the fleet and, in general, brought the 50 delegates up to date on Canada's defence plans.

Financial assistance amounting to \$204,088 was extended to 593 applicants last year, it was announced at the meeting.

The financial assistance consisted of grants of \$73,808 and loans of \$130,280.

The death of two long-time members of the organization, Cdr. Norman L. Pickersgill and Vice-Admiral H. T. W. Grant was noted in the address of the president, Admiral DeWolf.

"Cdr. Pickersgill was a founding member and rendered faithful service for 19 years," said Admiral DeWolf. "Vice-Admiral Grant was elected to membership on Jan. 10, 1952, and became a director in May of that year. On April 9, 1956, he became the fifth president and rendered outstanding service in that office until May 28, 1962. His life-time regard for the welfare of naval personnel and their dependents is well known to us all. Following a short period of inactivity he was persuaded to accept re-election to the board in November 1964 and actively assisted the Central Claims Committee and he held office up to the time of his death."

The election of officers saw Admiral DeWolf again chosen as president and chairman of the board of directors. It also saw the election of Rear-Admiral R. A. Wright, former Comptroller in the RCN, to the new position of executive vice-president. Vice-presidents are Lt.-Cdr. H. D. Evans, Chaplain (P) A. G. Faraday and Cdr. I. A. MacPherson.

Other members of the board of directors are Lt. A. B. Campbell, CPO R. J. Carmichael, A. B. Coulter, Rear-Admiral W. B. Creery, Cdr. T. H. Crone, Vice-Admiral H. S. Rayner, CPO R. N. Langton, Cdr. J. M. Leeming, Miss A. I. (Nan) McPhee, Cdr. Bruce S. Oland, Chaplain (P) Earl Sigston, Cdr. I. A. McPhee and Captain R. P. White. Lt.-Cdr. Harry McClymont continues as general secretary and treasurer.

Admiral DeWolf in his presidential address spoke of the steady and remarkable growth of the fund. One of the factors to which he drew attention was the more flexible investment policy which has greatly increased the income of the fund.

"The broad and generous policies created by the founding directors have proved capable of expansions and contractions to suit the ever-changing patterns of assistance required," he said.

THE ROYAL CANADIAN NAVAL BENEVOLENT FUND (Incorporated under Part II of The Companies Act)

Summary of Transactions for the year ended March 31, 1965 and Statement of Financial Position as at that date

Balance at April 1		2,831,865
During the year the Fund was increased by:		
Bond interest	143,652	
Donations received (Schedule 1)	54,973	
Profit on sale of investments	11,261	
Grant from Government of Canada	2,000	
Recoveries on loans previously written off	370	
Bank interest	130	215,386
		3,047,251
and decreased by:		
Grants to members and ex-members of the Royal Canadian Navy and their dependents	78,847	
Administrative expenses (Schedule 2)	41,871	
Increase in provision for uncollectible loans	7,807	
Donation of mobile canteen to Atlantic Command	7,687	
Investment management fee and bank service charges	4,809	141,021
Balance at March 31		\$2,906,230
which was represented by:		
Cash		17,904
Advances to District Administrators of the Department of Veterans Affairs		1,091
Investments, at cost (Schedule 3)		2,740,770
(Market value \$2,742,856)		
Par value \$2,785,000)		
Interest accrued on bonds		41,323
Loans receivable (Schedule 4)	160,470	
Less: Provision for uncollectible loans	18,141	142,329
Accounts receivable - sundry		638
Prepaid expenses		288
		2,914,343
Less: Cash held in suspense		
- HMCS "Ontario"	6,500	
- Citizens Repatriation League Incorporated	1,214	
Accounts payable	399	8,113
		\$2,906,230

Approved on behalf of the Board

H. S. Rayner
Director

R. A. Wright
Director

I have examined the above Summary of Transactions and Statement of Financial Position and have reported thereon under date of May 14, 1965 to the President and Members of the Royal Canadian Naval Benevolent Fund.

M. H. DeWolf
Auditor General of Canada.

"One example I might cite is in the field of education. In 1945 it was felt the assets and future earnings of the fund would not be sufficient to enable a scholarship or bursary program to be undertaken. Our income increased shortly after and co-incident with this was the need to assist Second World War veterans taking university training under the Department of Veterans Affairs program. A modest amount of assistance was rendered to those veterans by way of grants and loans to enable them and their dependents to weather the vicissitudes of university life.

"It is worth noting the fund sustained very few losses on loans under this program, which extended up to 1951. This was followed by a period during which few requests were received until the war-time children of ex-members of naval forces reached the senior high school, university, teachers' college or professional training level.

"The general policy of the fund is now to render assistance that ensures that children of naval and former personnel who are capable of proceeding to higher education are not deprived of their opportunity. Proper account is taken, of course, of the financial ability of parents, scholarship or bursary funds and the government student loan plan. I would anticipate that our assistance in the educational field will increase during the next three to four years.

"Another example of the flexibility of original policy is in the field of loans. Originally an attempt was made to remain out of this sphere of assistance but when the demand became evident a loan program was instituted, later to be withdrawn and, later again, revived.

"Experience has shown that any loan program must be carefully controlled and, as I reported to you last year, a conservative attitude was adopted with regard to loans for consolidation of debts. It is significant to note these requests have increased from the \$1,000 to \$1,500 class to an average of \$3,000 to \$4,000. During the past year we have had requests for loans to consolidate debts in excess of \$6,000.

"We are still pursuing the conservative policy in this matter and in lieu of committing large sums of money for the consolidation of debts we have, when possible, formed pooled accounts which, with the assistance and co-operation of the credit granting fraternity in Canada, enable our people to repay their indebtedness in an orderly fashion. In many cases this kind of assistance has saved a naval career and prevented a breakdown of mental

health. At the present time we are administering 16 such pools. I should state here that in all such cases the normal elements must exist which would justify the fund's assistance.

"We have continued our policy of having our investments managed by Messrs. Fullerton, MacKenzie and Associates. At the beginning of April 1964 our portfolio contained Dominion and provincial bonds with a par value of \$2,700,000 and a market value of \$2,601,637. During the year your executive committee authorized the investment manager to trade in bonds of Metropolitan Toronto and Montreal which gave him a greater facility in the management of the portfolio.



"At the close of the fiscal year just ended, the par value of our portfolio was \$2,785,000 and the market value was \$2,742,856. It will be noted from the financial report that the lowest interest rate on bonds is 5 per cent with a top interest rate of 5 3/4. Our interest income based on a previous 12 months has been increased by approximately \$15,000. At the end of March 1965 the capital worth of the fund was \$2,905,900 whereas we commenced operations in July 1945 was \$201,184 transferred from the original trustees.

"On Friday, Aug. 7, 1964, I formally presented the mobile canteen to the Atlantic Command, with the keys being handed over to Commodore J. C. Pratt. In subsequent letters from the Commanding Officer, HMCS Stadacona, we are advised this vehicle is filling a long-felt need and new operating procedures are under study to extend the services provided by the canteen.

"Throughout the year, much thought has been given to the status of the Royal Canadian Naval Benevolent Fund in relation to the integration of the Canadian Armed Forces and I deem it expedient again to assure both the voting members of the fund, serving personnel and all former personnel and their dependents that the fund will continue to operate in the future, as it has in the past, under our existing charter, subject only to depletion of our assets. The fund is anxious and willing to assist in an integrated welfare program, if and when such a welfare program is organized by the Armed Forces.

"The fund will continue to require donations from existing sources and it is particularly hoped that the voluntary personal assignments will continue. To all serving personnel who have supported us in this manner, I express our deep appreciation.

"During the year under review your fund accepted the responsibility of administering a small trust of 2,000 on behalf of the Citizens' Repatriation League of Metropolitan Toronto. This minor trust is used as adjunct assistance to that of our fund so that an amount of \$600 can be shared equally for the benefit of ex-naval personnel living in Toronto.

"The RCNBF Disbursement Fund, administered by the Department of Veterans Affairs, continues to render valuable assistance in small amounts to meet emergencies and prevent hardship.

"In June 1964 Miss Calvera Manuel resigned as secretary of the Eastern Claims Committee and the fund suitably expressed its appreciation of her past services. On Nov. 1, 1964, CPO M. H. Keeler assumed these duties and his place in head office was taken by CPO R. C. Crawford, who continues as assistant to the general secretary.

"To the officers and staffs of the Army Benevolent Fund and the RCAF Benevolent Fund I extend my thanks for their continued co-operation and assistance.

"I wish to extend my thanks to the chairman and members of our three claims committees and to their staffs for their support and services and to the general secretary and all members of the head office staff.

"During the year we have continued to receive the co-operation and assistance of the Department of National Defence, the Royal Canadian Navy, the Department of Veterans Affairs, the Royal Canadian Legion and the Auditor General and his staff; on behalf of the fund I extend to them our grateful thanks."

VICE-ADMIRAL GRANT DIES

THE DEATH of Vice-Admiral Harold T. W. Grant, former Chief of the Naval Staff, occurred suddenly on Saturday, May 8, at his home in Rockcliffe Park, suburb of Ottawa. He was 66 years of age. Burial was on May 11 at Fairview Cemetery, Halifax.

A veteran of both world wars, Admiral Grant continued to take an active interest in naval affairs after his retirement at the end of 1951 and was president of the Royal Canadian Naval Benevolent Fund from 1956 to 1963.

His passing was mourned by his many friends in the service and his memory was eulogized in prominent Canadian newspapers.

"After his retirement as Chief of the Naval Staff he remained a familiar figure in Ottawa, erect and energetic," said *The Ottawa Journal*. "His death brings proud memory of all those who went down to the sea in ships in war and, led by good captains such as he, kept open the highways of freedom."

Said the *Montreal Gazette*: "Like the late Admiral Percy Nelles, Admiral Grant gave leadership to the effort to make the RCN an essentially Canadian force—a matter for pride and dedication."

"Those who met him found Admiral Grant a man with a lively sense of humour, an absolutely disarming modesty, and with eyes whose sparkle had not been at all dimmed by the responsibilities and perilous experiences of so long a career at sea."

"Such men are a reminder of what a precious heritage Canada has in the tradition of its Navy, and the need that this tradition be recognized and upheld".

Admiral Grant had been serving as Chief of the Naval Staff for slightly more than a year when *The Crowsnest* was founded in 1948. He accepted the essentially honorary position of editor-in-chief of the new magazine and proceeded to give it the enthusiastic support and sound advice that assured its success.

In a message in the first issue of *The Crowsnest*, November 1948, Admiral Grant said:

"We are aiming for a magazine which will have something in it of interest to every man in the Navy; to which everyone in the Navy may contribute ideas, information, views and stories—fictional or fact; which, by sound editing, will have dignity and life, and

which will help us to know our service and each other better."

Even after he left the Navy on retirement, he continued to show an interest in the welfare of the magazine, as he did in all other aspects of naval life.

Harold Taylor Wood Grant was born in Halifax on March 16, 1899. His father was the late Hon. MacCallum Grant, Lieutenant-Governor of Nova Scotia.

He entered the Royal Naval College of Canada at Halifax in 1914, graduating in December, 1916. His first sea appointment came in February, 1917,

when as a midshipman he was appointed to HMS *Leviathan*. Subsequently he saw service in HMS *Roxborough* and HMS *Minotaur* in the Atlantic Ocean and North Sea.

Promoted to the rank of sub-lieutenant in 1919, he joined HMS *Warwick* the same year and served in the Baltic Sea for almost two years.

In 1923, after service with the Royal Navy, during which he specialized in navigation, he returned to Canada to join HMCS *Patriot*, a destroyer, and a year later went to the West Coast for



VICE-ADMIRAL H. T. W. GRANT,
CBE, DSO, CD

service in HMCS *Patrician*, also a destroyer. From 1927 to 1931 Admiral Grant again served in ships of the Royal Navy, including HMS *Warspite* and HMS *Queen Elizabeth*.

He was appointed to the newly acquired Canadian destroyer *Saguenay* in 1931, and served in this ship until he was appointed Director of Naval Plans in 1934.

The following year he was named Director of Naval Reserves, with the rank of commander. In 1936 he took a naval staff course in the United Kingdom, later serving on the staff of the Commander-in-Chief, Atlantic Fleet, in HMS *Nelson*.

On his return to Canada in 1938, Admiral Grant was appointed commanding officer of the destroyer HMCS *Skeena*, and was in command of this ship during the visit to Canada of Their Majesties, King George and Queen Elizabeth in 1939, the *Skeena* embarking the Royal Party for passage to and from Prince Edward Island.

Serving at sea in the *Skeena* at the outbreak of war, he was later appointed to the staff of the Commanding Officer Atlantic Coast, in Halifax. He was promoted to the rank of captain in July 1940 and was appointed Director of Naval Personnel at Headquarters in September of the same year.

From September 1942 to March 1943 he was Captain (D), Newfoundland, and as such was in charge of the escort fleet operating out of St. John's.

Admiral Grant was appointed in command of the Royal Navy cruiser *Dionede* in March 1943 and later commanded the cruiser HMS *Enterprise*.

For his part in a Bay of Biscay action on Dec. 28, 1942, Admiral Grant was awarded the Distinguished Service Order, for "gallantry and skill and good service in command of HMS *Enterprise* in an action with enemy destroyers."

This action is described by Joseph Schull in *The Far Distant Ships*, official account of Canadian naval operations in the Second World War, as follows:

"On the morning of Dec. 26, a fast German merchantman, a blockade runner with cargo from Japan, was about 500 miles westnorthwest of Cape Finisterre, inward bound for one of the French Biscay ports. Eleven German destroyers put out from Brest and Bordeaux to escort her in. Five of the destroyers were of the Narvik class, mounting five 5.9-inch guns, faster and more powerful than Tribals. The other six were Elbings, smaller ships with a main armament of four 4.1-inch guns. By the 27th they were well out of the



Bay, steaming in two columns for their rendezvous with the blockade runner.

"They were not to meet her, and the rendezvous which awaited them was of a different kind. The blockade runner, apparently unknown to the destroyers, was sunk by aircraft of Coastal Command at around 4 o'clock in the afternoon of the 27th, while still well to the west of her rendezvous. The German destroyers en route to meet her had been reported by other aircraft and the Admiralty was determined that as few as possible get back.

"The *Glasgow* and *Enterprise*, the latter ship commanded by Captain Grant, were ordered to rendezvous at a point some 300 miles northwest of Cape Finisterre, from which position it was hoped that they could cut the Germans off from base . . .

"Daybreak of the 28th found the Germans still steaming west, ignorant of the fact that their blockade-runner was sunk and that they themselves were now the quarry. They were moving seaward in the westerly course, while the British ships, some 45 miles to the south of them, were steering almost due east. By a little after 9 in the morning the cruisers, now south of the Germans, altered to the northwest in order to place themselves between the enemy and his base.

"Although the weather was rough, both German and Allied aircraft were overhead; and one of the enemy planes must have reported the movements of the cruisers. At 11 o'clock, apparently on order from German Naval Command, the destroyers reversed their course and turned back towards the French coast.

"They had waited too long. The *Glasgow* and *Enterprise* were now between them and the land; and at 13 minutes after 1 the cruisers broke out their battle ensigns. Twenty-five minutes later the first of the German ships appeared, hull down on the western horizon. At 1.46 the *Glasgow* opened fire at a range

of 18,000 yards; and two minutes later, at 20,000 yards, the first salvos from the *Enterprise* went arching through the gloomy afternoon.

"The German destroyers outweighed the cruisers in total firepower by about five to two, and for a time they seemed determined to make a fight of it. Throwing out a profusion of smoke floats, they came straight on, and, as the range closed, the straddling salvos which splashed about the *Glasgow* and *Enterprise* demonstrated the respectable quality of German naval gunnery. The cruisers, for their part, found the number of targets almost embarrassing, and ranging difficult to maintain on any one ship.

"The action developed with the opponents roughly paralleling each other on a southeasterly course. The *Glasgow*, the larger of the two cruisers, made the best going of it in the heavy seas, and was drawing ahead. The destroyers were taking punishment, but the heavy smoke about them made it difficult to estimate the damage and their gunfire continued accurate. German planes had also arrived overhead. At 2.25 a glider bomb winged down and crashed into the sea near the *Glasgow*. Two minutes later the *Enterprise* received a light hit from a German shell, and then a second glider bomb sent up a huge explosion in the sea 400 yards on her port quarter.

"The cruisers had little difficulty in fighting off the aircraft, however, and their fire against the destroyers continued unabated. The Germans now altered away and set off northward, while the *Enterprise* ran in to head them off. Through the smoke she observed a hit on a destroyer; then she saw the destroyer come to a stop. Drawing nearer she engaged two of the other destroyers and was met with heavy and accurate fire which straddled her consistently, one shell carrying away her aerial. The wreathing clouds of smoke about the Germans, the high seas and the multi-

plicity of targets were still making it difficult to observe the full effect of their fire except when, as the *Enterprise's* gunnery officer mildly describes it 'structural alteration took place; e.g. in the case of the destroyer whose funnel was shot away and went over the side.'

"In a few more minutes, seven of the destroyers abandoned the action and turned off to the north. Four remained in the area, of which one, heavily hit, was limping away behind a smoke screen. Another was stopped; the third was still in action with the *Glasgow*; and the *Enterprise* was engaging the fourth. The latter two went down by 4 o'clock and the ship which had stopped was finished off a little later. With darkness coming on and ammunition running low, the cruisers gave up pursuit of the ship which had made off behind smoke. It was known to be heavily damaged, and among the seven which had made their escape earlier

many hits had been scored. The action was the largest effort made by enemy destroyers during the latter part of 1943. It had been largely involuntary, and its results could scarcely have been encouraging to the German High Command."

The *Enterprise*, under Admiral Grant's command, also took part in D-Day landings, leading in the assault force to "Utah Beach" and operating as bombardment ship. Mentioned in despatches for action off the coast of France, he was subsequently wounded in action at the bombardment of Cherbourg. For his services in the latter engagement he was awarded the American Bronze Star Medal.

Early in 1945, he commissioned as commanding officer Canada's newest cruiser, HMCS *Ontario*, and took her by way of the Suez Canal to the Far East, arriving too late, however, to see action.

He was appointed to be Additional Commander of the Military Division of

the Most Excellent Order of the British Empire in January, 1946, for "exceptionally competent seamanship and gallantry at sea, and administrative ability ashore."

On Feb. 1, 1946, he assumed the post of Chief of Naval Administration and Supply and as Third Member of the Naval Board. He was promoted to the rank of rear-admiral on Feb. 28, 1946.

He was appointed Chief of the Naval Staff and promoted to the rank of vice-admiral on Sept. 1, 1947. He held this appointment until December, 1951, when he proceeded on retirement leave after 37 years in the RCN.

Admiral Grant is survived by his wife, a son, John MacGregor, and two daughters, Sarah and Caroline (Mrs. Christopher Gill).

A non-military funeral at St. Andrews Presbyterian Church, Ottawa on May 11 was attended by many prominent Canadians from public and private life.

RESEARCH VESSEL APPROVED

APPROVAL has been given for the construction of a 2,080-ton research ship for operation in the Atlantic Ocean by the Defence Research Board's Naval Research Establishment, Dartmouth, N.S., it has been announced by Hon. Paul Hellyer, Minister of National Defence.

It is expected tenders will be called this fall, with construction to begin next year. Completion is scheduled for 1968 and the cost is estimated at \$7 million.

The vessel's primary function will be to carry out oceanographic research in relation to anti-submarine warfare. At the same time she will contribute significantly to general scientific knowledge of the water adjacent to Canada's east coast.

At present designated AGOR 172, the ship will be larger than the newly-built CNAV *Endeavour*, which came into service on the West Coast in March. She will be 17 feet longer than the 236-foot *Endeavour*, will draw approximately 15 feet of water and will have a displacement of 2,080 tons as compared with the *Endeavour's* 1,564.

Because most of her work will be concerned with underwater acoustics, particular care will be taken in the design to make her as silent as possible. The hull will be constructed to minimize water noise and machinery, including the generators which supply power for the electric propulsion motors,

are resiliently mounted to reduce hull vibration and underwater noise to the minimum.

A firm of acoustic consultants has been engaged to advise on procurement and installation of quiet machinery.

Electric power for scientific equipment, communications facilities and lighting is supplied from batteries while the ship is stopped for hyper sensitive acoustic experiments.

Research facilities will include three laboratories, a scientific plotting room, a handling room for the explosives used in underwater acoustic research, as well as a wide variety of special equipment.

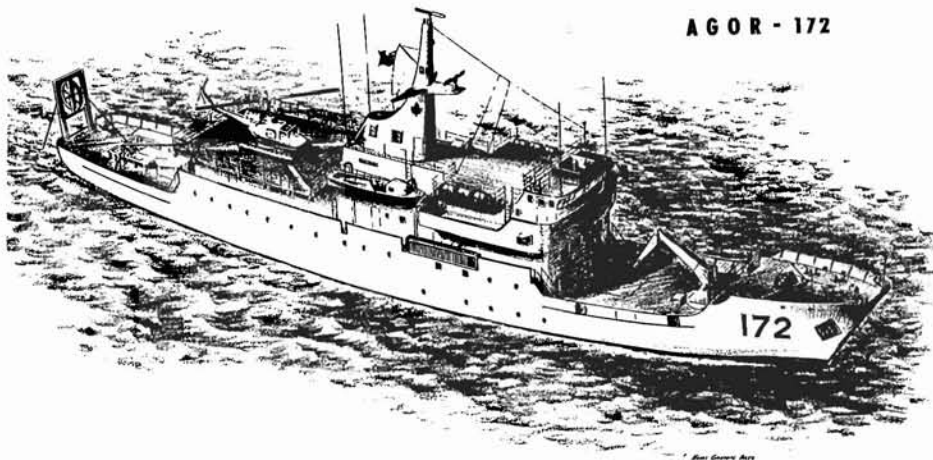
Anti-roll tanks within the hull will facilitate precise scientific measurements and operations from a helicopter

landing platform astern. The hull will be reinforced to permit operations in ice.

Drive will be provided by twin screws and a bow "thruster" unit will ease handling and improve the ship's ability to manoeuvre. Her engines and twin rudders will be controlled from any one of four conning consoles, one on the bridge, two on the bridge wings and one aft.

The vessel will be manned by a crew of 36 civilian officers and men, who will support the activities of up to 15 scientists.

The design has been developed by the Royal Canadian Navy's naval architects and engineers working in close collaboration with scientists of the Defence Research Board.



AGOR - 172



Typical of the jobs done by the workhorse naval auxiliary fleet in naval dockyards is the helping hand the 40-foot harbour tug Beamsville gives the ocean escort HMCS Sussexvale at Esquimalt. (E-79099)

THE AUXILIARY FLEET

IN AN OFFICE located on a rocky bluff overlooking the Naval Dockyard in Esquimalt works a man who runs a fleet more than twice the size of the two escort squadrons which make up the Pacific Command of the Royal Canadian Navy.

In Building 71 is a naval officer known to his compatriots as the Queen's Harbour Master, a job that the incumbent, Lt.-Cdr. A. H. M. (Tony) Slater, regards as probably one of the most interesting in the dockyard and among the best of his 24-year service career.

From his office emerge the orders for the shifting of the destroyer escorts and ocean escorts around the harbour, the allocation of berths for these ships, the activities of a vast menagerie of naval auxiliary vessels, the conveyance of personnel to and from installations across the harbour, and a hundred and one other odd jobs.

The terms of reference for the Queen's Harbour Master are laid out in a book known as *Pacific Coast Standing Orders*. In general, it tells what to do but not how to do it, and the Queen's Harbour Master says that, as far as his

job is concerned, it is as well that no specific direction be given.

Lt.-Cdr. Slater explains that while there are certain basic rules and regulations that must be followed, a great many decisions must be made from common sense and made quickly.



Operations officer and dispatcher on the staff of the Queen's Harbour Master is W. R. Symes, whose office offers a panoramic view of the entire dockyard. By telephone, radio and loud-hailer, Mr. Symes issues berthing instructions to RCN ships and vessels of the auxiliary fleet. (E-79313)

Therefore, experience is the great teacher. The know-how is not likely to come from a book, at least not in this job.

"Fortunately," he adds, "I've got a great crew of people to work with, all keen and dedicated men. John Williams, Supervisor, Auxiliary Vessels, and the senior civilian member of the team, has had 19 years with the department, and there are few problems that can't be solved under his experienced hand."

There are 225 people on the staff of the Queen's Harbour Master, seven of them in the office and the remainder at work in the 39 tugs, barges, lighters, personnel carriers and research vessels which are, in naval jargon, on the "slop chit". Only one man, the QHM himself, is navy. The rest are civilians, but men wise in the ways of the sea.

All things considered, the QHM carries a substantial load on his shoulders. His prime responsibility is to the Flag Officer Pacific Coast for the control of naval ships and auxiliary vessels within the confines of Esquimalt Harbour. This involves RCN ships, visiting naval vessels from the United States, Britain and other countries, and the

movement of ships into drydock, or from one jetty to another, as the need arises.

When an inbound ship passes Fisgard Light at the harbour entrance, it immediately comes under the control of the Queen's Harbour Master, who assigns a berth for it and arranges for a body of men, called berthing party, to help the ship secure alongside the jetty.

The QHM also establishes and maintains mooring buoys in the harbour, provides visiting ships with pilots, orders out tugs to help ships secure to jetties, moves ships to local shipyards for repair or conversion and keeps the harbour clear of logs and assorted flotsam which drift in daily with the tide.

The QHM's second responsibility is the operation and maintenance of all auxiliary vessels, and he is justly proud of this workhorse fleet and the men who man it. The auxiliaries include a wide assortment of vessels that do an equally wide assortment of jobs. Among the fleet are two recently acquired barges. The YBZ-61 is a huge floating vacuum cleaner which cleans out the fuel tanks and bilges of warships. The YBD-3 is a deperming barge which makes ships less susceptible to magnetic mines. The *Saint Anthony* is a 151-foot, 622-ton ocean-going tug. The *Heatherton* and *Clifton* are 110 foot, 476-ton coastal tugs. The *Adamsville*, *Beamsville*, *Lawrenceville* and *Marysville* are small, 40-foot harbour tugs.

Then there are the *Songhee*, *Nipkish*, and *Wildwood*, ships which are classed as range vessels. The *Oshawa* and *Whitethroat* are oceanographic research ships working with the Pacific Naval Laboratory. CNAV *Endeavour* which was accepted on March 9 and comes into service this spring, is part of the auxiliary fleet.

In addition to these, there are several YFPs, or yardcraft, personnel, which shuttle hourly between the dockyard, Colwood and *Naden*. There is also a crane lighter—a barge with a crane built on it and probably the ugliest unit in the fleet.

Another unit is an ammunition lighter, which supplies the destroyer escorts with "bricks" from the Rocky Point magazine. Then there is a small fleet tanker, the *Dundurn*, a sort of mobile gas station.

Perhaps the best known ship of the auxiliary fleet is HMCS *Oriole*, the Bermuda-rigged ketch in which the RCN's future officers receive some of their earliest sea going experience. She is part of what is called the Auxiliary Training Fleet and is the only "commissioned" unit among the auxiliaries. As such, she carries an RCN command-



Lt.-Cdr. A. H. M. Slater, seated, the Queen's Harbour Master at HMC Dockyard, Esquimalt, manages the activities of a fleet of 39 tugs, barges, lighters and assorted other vessels. The senior civilian member of the team is John Williams, standing, Supervisor, Auxiliary Vessels. (E-79314)

ing officer and crew and is entitled to all the usual marks of respect accorded a naval vessel, plus a couple of others because she's sail rigged. Sailing ships, for instance, have the right of way over powered vessels at sea.

Keeping all these auxiliary vessels and the people who man them working as a well-oiled machine calls for a lot of work and, at times, a healthy sense of humour. There is a saying in the QHM's office that "the soft answer that turneth away wrath can surprisingly, on occasion, bring on apoplexy". This is when a sense of humour can help.

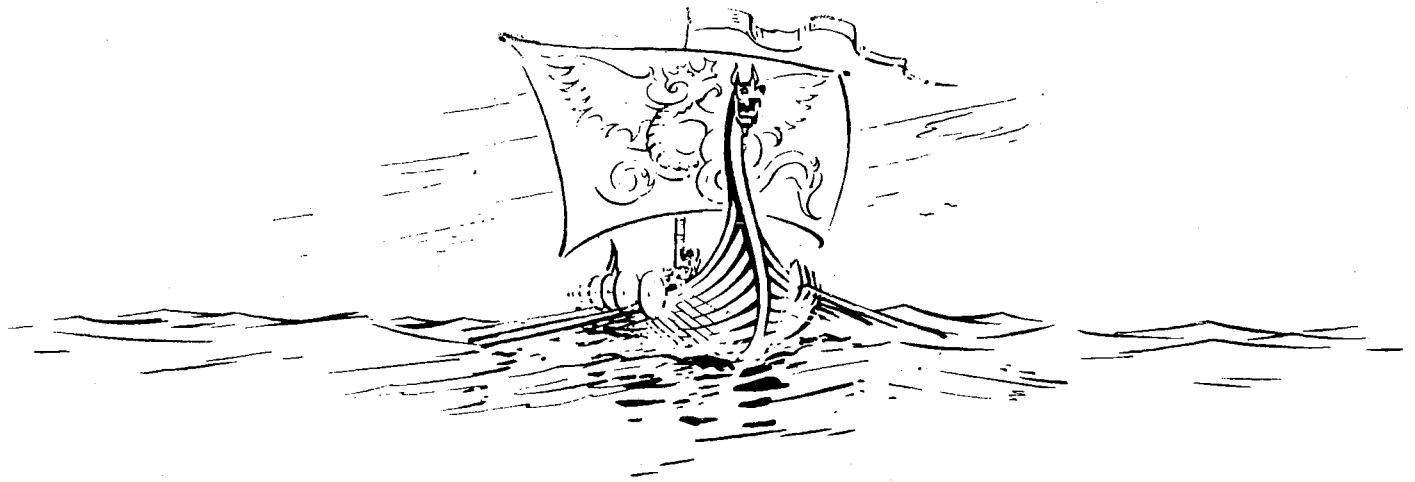
Those who run the show from the QHM's office are well equipped with both experience and a sense of humour. In addition to Mr. Williams there is G. F. Cassidy, the senior master, who in his time has commanded just about every vessel in the auxiliary fleet.

The operations officer and despatcher, W. R. Symes, is among the busiest, as

hardly a minute goes by that he is not on the telephone, the radio or loud hailer giving instructions. J. S. Osborn, a retired RCN engineering commander, is the engineer officer, auxiliary vessels. His right hand man is A. M. Galbraith, the senior engineer officer.

A wealth of experience exists among the men in the barges, tugs and other vessels. Lt.-Cdr. Slater says that among them can be found men who started out as boy seaman in the 1920s, working on all kinds of ships and ferries that plied British Columbia waters from Alaska to the Straits of Juan de Fuca. Many are naval veterans. They know ships and the sea, for it is their life.

The ships of the auxiliary fleet are not glamorous craft and they carry no battle honours. They, and the Queen's Harbour Master, have but one purpose, and that is to serve the Fleet and keep it in all respects ready for sea. They serve it well.—R.G.N.



BADGES AND BATTLE HONOURS

DOWN THROUGH the ages the mariner, regardless of the culture into which he happened to be born, fancied his ship to be possessed of a spirit or personality. To most she was almost a living entity, a being that given a certain set of circumstances could be expected to act in a certain way, and yet, like a woman, a creature of some mystery, for the nature of her response could not always be accurately forecast.

Similarly, through the centuries the sailor like other mortals has decorated his possessions, and more than that, has tended to adorn them in such a way as to give a distinctive individuality, a personality all its own. The sailor did this with his ship, sometimes as an expres-



sion of art form, sometimes as a response to some deeply embedded superstition and sometimes in the hope of frightening the enemy.

No doubt the ferocious figures that rode the stems of Viking pirate ships struck terror into many a heart as they drove ashore from out the misty sea. And the war galleys of one civilization after another in that cradle of human

endeavour, the Mediterranean, sallied forth to battle, their bold beaks high at the bows leading the way. These and the great eyes painted on the bows of Chinese junks are not far removed from the motivation that made sailors of the Second World War paint massive sets of shark's teeth on the bows of submarines and motor torpedo boats and even on aircraft.

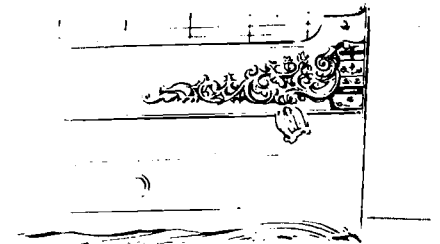
The mariner's ancient practice of giving his ship a special, individualistic appearance, whether it was the cut of her sails or the colour of her hull, undoubtedly stemmed from the pride he had in her and, of course, his desire to make her identity readily known. This trend came closest to perfection in the woodcarver's art, particularly as it was applied to the figurehead, that life-like form that graced the bows of countless numbers of ships. Sometimes it was a lion rampant or the griffin from mythology, sometimes a mighty warrior in armour, usually symbolizing the ship's name. But often as not it was simply the figure of a beautiful woman.

The only ship having a figurehead that was commissioned in the Royal Canadian Navy was the sloop-of-war, HMCS *Shearwater*. Equipped with both sail and steam power, she served Canada from 1914 to 1919. Just below her bowsprit as part of her stem she displayed the carved figure of the sea-bird known as the shearwater.

With the disappearance of the bowsprit and jib-boom and the arrival of the straight-stemmed hull, figureheads gave way, particularly in steel ships, to another form of bow embellishment. This was gilded scroll-work and armorial devices, usually cast in iron. Two examples of this survived right through the Second World War on the bows of

HMC Ships *Acadia* and *Cartier* (the latter being better known to some as HMCS *Charny*).

For many years now, ships of the Royal Canadian Navy, like those of other fleets, have been readily recognizable in harbour or at sea by officially



designated name-plates or nameboards spelling out the ship's name, by pennants hoisted at the signal halyards or by hull numbers painted on the stern and both sides below the bridge structure. But the sailor still delights in that little touch of difference; hence the evolution of the ship's badge.

Badges are simply symbols of identity and their first use is lost in the mists of antiquity. Like language, the badge is a means of communication of ideas and, whether it was borne aloft on the standard of a Roman legion or on the bonnet of a Highland Scot, its bearer took great pride in it, just as he did in his battle-cry or motto.

In the Middle Ages, the display of badge symbols identifying individual men developed into a fine art and, so that men could recognize the symbols or badges of others, a body of knowl-

edge called heraldry evolved. To avoid duplication and the display of spurious arms, the granting of armorial bearings became a prerogative of the sovereign. By the latter part of the 19th century, when the ship's badge, albeit unofficial, gradually came into use in the Royal Navy, it was only natural that the rich heritage of heraldry in British life should come to the fore in the design of badges for HM Ships. In 1918, the Admiralty officially assumed control of the badges displayed in the ships of the Royal Navy. In Canada, Naval Headquarters did not take this step until 1946, but unofficial badges were to be seen in HMC Ships as early as the 1920s.

Generally, the between-wars destroyers, like the *Patrician* and the *Vancouver*, conformed to Royal Navy practice in designing their badges and casting them in bronze or brass. Certainly, the badges of the first *Skeena*, a leaping



salmon, and the first *Saguenay*, an Indian head, were creditable heraldic devices; in fact the same devices are used in the badges of the two ships bearing those names today. Even the old coal-burning trawler *Armentieres* had a badge the design of which was based on the significance of the ancient French name.

When war broke out in 1939 all the River class destroyers had badges and in 1940 when the formerly American "four-stackers" joined the fleet, an effort was made within the ship's companies to design good badges, notably in the *St. Francis*, *St. Croix* and *Columbia*. But when the first corvettes became operational early in 1941, a whole new dimension was added to the technique of ship identity in the Royal Canadian Navy. This was largely an expression of the officers and men of the "wavy navy", the Royal Canadian Naval Volunteer Reserve, who manned those stout little ships and saw little point in standing on the dignity of the rules of heraldry. This was the arrival of the comic book character as the central de-



vice of the insignia invariably painted on the shield of the 4-inch gun on the forecastle.

No doubt such characters in brilliant colour on an otherwise grey topside gave the ship an identity all its own, and gave, too, a light-hearted touch to the long, grim battle in the Atlantic. Many of these badges expressed a good-natured contempt for the enemy: the head of a fierce Indian crunching a cigar-like U-boat (HMCS *Napanee*); a shotgun-wielding "Daisy Mae" (HMCS *Mayflower*); a smugly contented cat with a fish-like U-boat clutched in forepaw (HMCS *Timmins*); a snorting trophy-like moosehead in close proximity to a rapidly retreating Hitler (HMCS *Moose Jaw*). Others were plays on the ships' names: a phoenix-like devil beating a drum (HMCS *Drumheller*); a shapely damsel discreetly draped to form a "V" (HMCS *Levis*); the Queen of Hearts encountering a mud puddle without the benefit of the cloak of Sir Walter Raleigh, with dire results (HMCS *Westaskiwin*).

Though there were several pleas requesting machinery to institute officially designed and approved badges, Naval Headquarters firmly rejected the idea "until after the close of hostilities."

With the disposal of most of the war-time fleet and the demobilization of "hostilities only" personnel, the RCN gradually settled down to peace-time



duties and in due course, in 1946, a Ships' Badges Committee was established to regulate insignia for HMC Ships. At first, an officer of the College of Arms in London was engaged to design the badges for the peace-time fleet, but soon the badges were being devised at Naval Headquarters.

In 1951 the present heraldic adviser, Lt.-Cdr. Alan B. Beddoe, OBE, RCNR (Ret), who had made substantial contributions to the development of ship's badges since the days of the Second World War, was appointed. It was largely owing to the artistic skill and sense of dedication of Mr. Beddoe that the RCN enjoys possession of one of the finest collections of heraldic badges in the world today.

When the name of a new ship or establishment is known or the establishment of a new naval air squadron has been ordered, the Naval Historian does the necessary research and provides the information to the Ships' Badges Com-



mittee. On instruction by the chairman, a contract is drawn up with the heraldic adviser to design the badge for the ship or squadron. Often as not there are many trial sketches before the committee finally accepts a design and recommends it for the approval in turn of the Chief of Defence Staff and the Minister of National Defence.

Once the two hand-painted sealed patterns are signed by His Excellency the Governor General, the way is clear to let a contract for the casting of the badge in bronze, in both ship-size and boat-size. These, properly enamelled in colour according to the heraldic blazon or description, are displayed in a conspicuous place on the superstructure of HMC Ships and at the bows of the ship's boats.

It is of interest to note that a ship's official colours are derived from the ship's badge, one being the colour of the field or background, and the other being that of the principal device used in the badge.

The ship's motto, too, is subject to the approval of the Ships' Badges Committee. It is the responsibility of the commanding officer of a ship to submit the desired motto, and it is the committee's duty to see that the motto is appropriate and expressed accurately. In the Royal Canadian Navy, most ships' mottoes are in Latin, but some are in English and French. A few, like those of HMCS *Iroquois* and HMCS *Micmac* are in one of the Amerindian tongues. On board ships, the motto is displayed on the battle honour scroll or board; in naval air squadrons it is part of the squadron badge surround.

Originally, the motto was a short, sharp battle-cry employed in ancient times by a commander to rally his followers, particularly by night when banners and shields could not be recognized. Gradually, however, a motto has come to be an exhortation urging greater effort, as in the *Restigouche's* "Rester Droit" (Steer a Straight Course), or *Gloucester's* "Knowledge Through Discipline"; or it expresses an aspiring to high ideals, as in the *Sussexvale's* "Non Nobis Sed Omnibus" (Not for Ourselves Alone, But for All), or the *Crescent*, "In Virtue Cresco" (I Grow in Strength). Sometimes the ship's function suggests a motto like the *Fundy's* "We Sweep the Deep", or the ship's



name itself provides inspiration as in the *Yukon's* "Only the Fit Survive". Wit and humour have largely disappeared from mottoes but there was once a corvette (HMCS *Edmundston*) which rejoiced in the faintly Latin-sounding "Seekem, Sightem, Sockem, Sinkem".

Generations of seamen have taken great pride in the battle exploits of their own ships as well as earlier ships of the Fleet that have borne the same name. As a result the custom of displaying battle honours in some conspicuous place in the ship grew apace. It was only as late as 1954, however, that the Admiralty took control of this

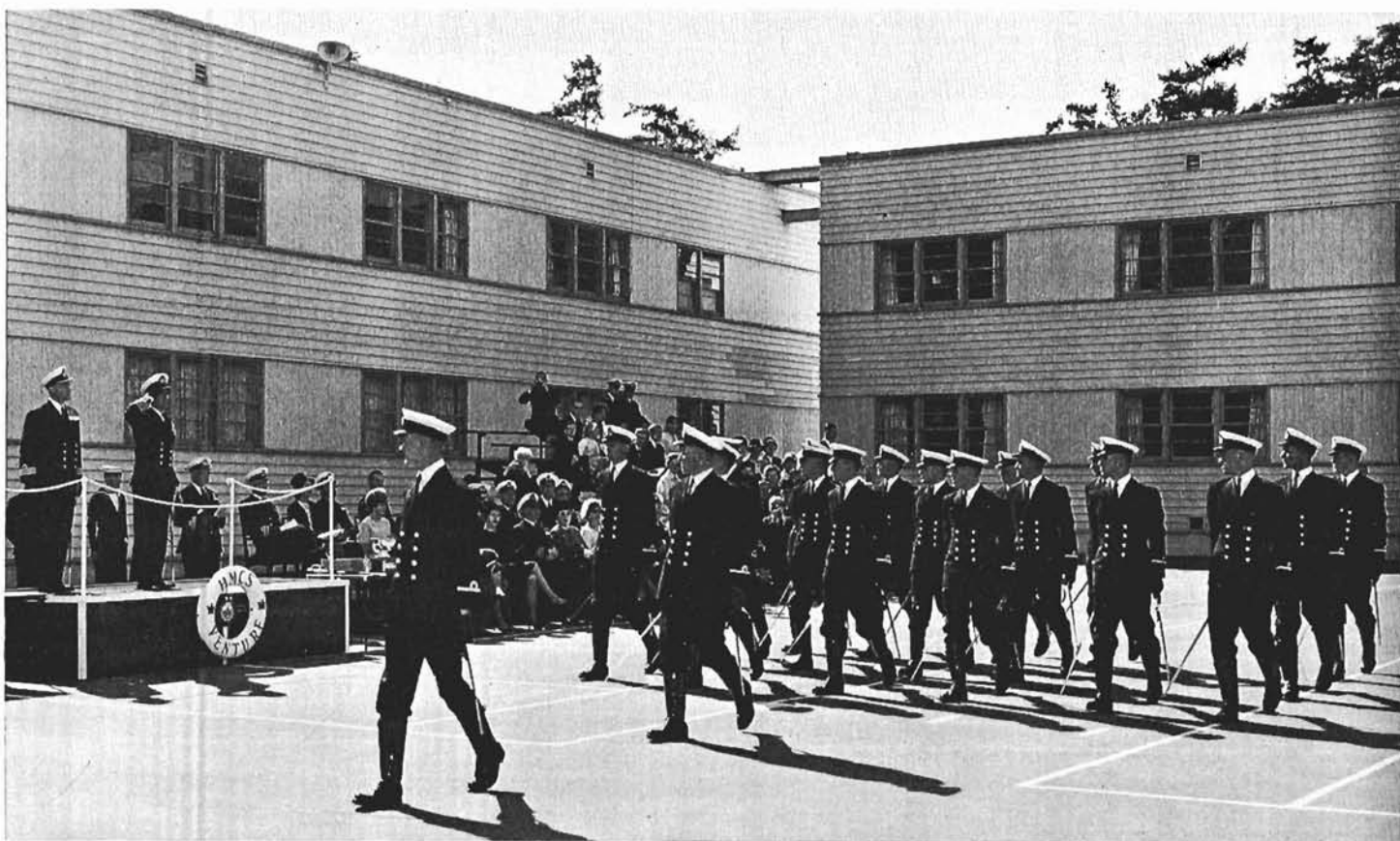
practice and, in order to prevent inaccuracy, set up rules for the award of battle honours. Like the rest of Her Majesty's Fleets of the Commonwealth, the Royal Canadian Navy, in consultation with the Admiralty, subscribes to a common system of battle honours.

Battle honours are awarded to the ship's name rather than to the hull itself, so that the honour lives on in future ships of the same name, long after the physical embodiment of the names lies several fathoms deep or has met its demise in the breaker's yard. This is why HMCS *Bonaventure* is proud to display eight such honours, including *Barfleur* 1692, and HMCS *Carleton* to honour Lake Champlain 1776. Similarly, several ships and establishments of the Royal Navy and Royal Australian Navy proudly wear honours won in battle by HM Canadian Ships.

Like many of the cherished traditions of the Royal Canadian Navy, shared battle honours is one more symbol of the ties that bind the nations of the Commonwealth as free and equal realms under one sovereign. These and the ancient devices of badge and motto express the sailor's pride in ship, pride in Service, pride in wearing the Queen's uniform and satisfaction in a task well done.—E.C.R., *Naval Historian*



HMCS Qu'Appelle steams through North Pacific mists on her way to sunny Hawaii. The ship in company is HMCS Fraser. (O-15930-3)



The first graduating class of Short Service Officer Plan surface cadets marches past on Graduation Day, Sept. 26, 1964. (E-78262)

NEW LIFE FOR VENTURE

THE INTRODUCTION of the cyclic system into the RCN has meant many changes and adjustments for most ships and establishments but probably for none more than for HMCS *Venture*.

Venture is the RCN West Coast training establishment for officer cadets, dealing, until this year, exclusively with short-service officers. The cyclic system, however, by reducing the number of ships available for ROTP cadet training from seven to three made it necessary to find an alternative means of training the first-year ROTP cadets.

That alternative is *Venture*.

At the same time that this decision was taken, a logical change in training responsibilities was made and the commanding officer of *Venture*, Cdr. W. H. I. Atkinson, became Commander, RCN Cadet Training, responsible for the ashore and afloat training of all first and second year ROTP cadets. Thus, there is, for the first time, a central authority responsible to the Flag Officer Pacific Coast for all naval training of officer cadets on the West Coast.

During the summer of 1965, *Venture* will be responsible for the training of

160 first-year and 140 second-year ROTP cadets, as well as 30 SSOP surface cadets. The second-year ROTP cadets arrive in two groups of 70, spend two weeks ashore, and then proceed to sea in ships of the Pacific Command for a five-week training cruise, followed by two weeks of pilotage training in local waters. However, with only three ships available for all training, the first-year cadets will not receive a cruise as they have in the past.

How does one train naval officer cadets without ships to put them in? Obviously, the answer to this question calls for the exercise of some ingenuity. *Venture* feels that it can be done, and

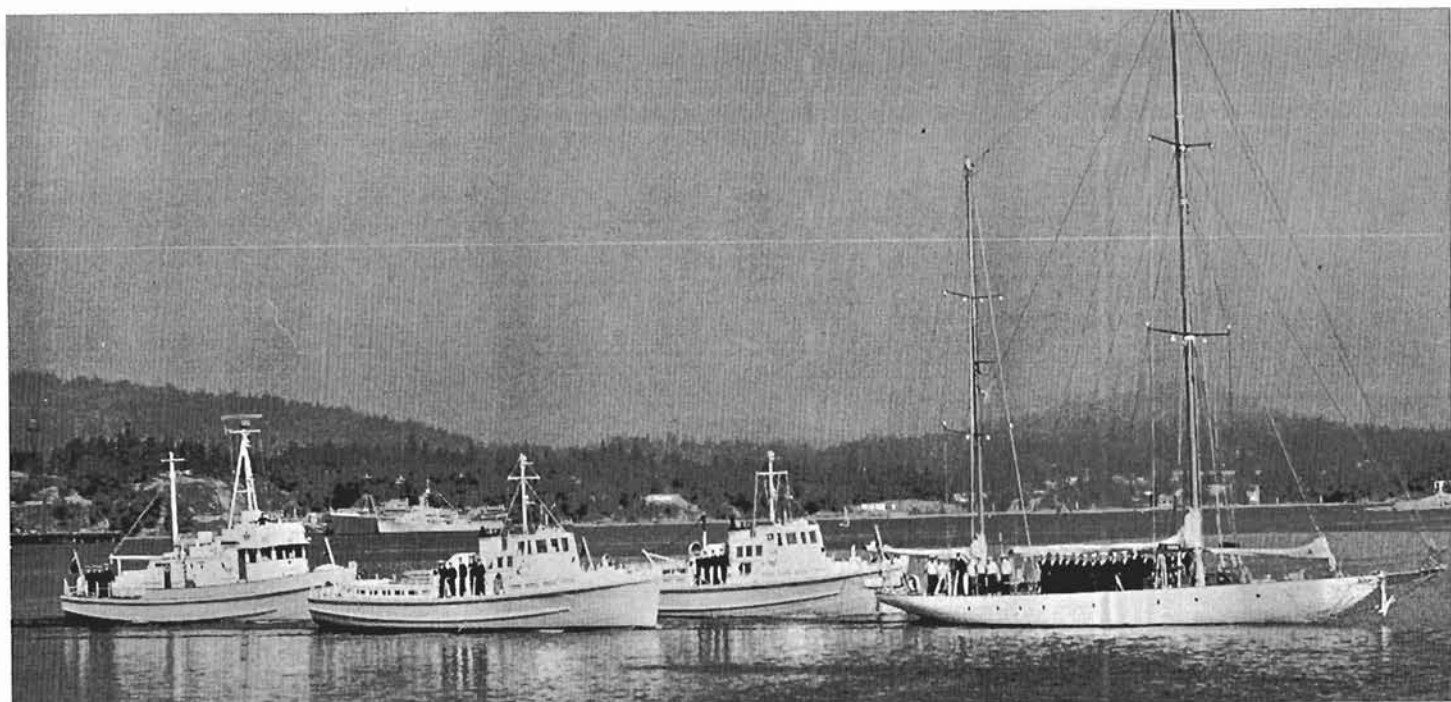
done successfully, at the cost of a great deal of careful planning.

Despite the obvious difficulties, a program has been worked out to provide the first-year cadets with a varied, interesting and educational summer. For example, short periods of classroom instruction will alternate with periods of pilotage training afloat and expedition training in wilderness areas of Vancouver Island.

The pilotage training, incorporating visits to such ports as Vancouver, Seattle, Campbell River, Powell River, Port Alberni, Comox, Gold River and other small ports, will be carried out in HMCS *Oriole*, the RCN's only commissioned yacht, and the other four vessels of the Auxiliary Training Squadron in two cruises of nine and 12 days duration respectively for each division of 20 cadets. These vessels will provide the cadets with ample opportunity to practise ship handling, communications, voice procedures and basic seamanship, as well as pilotage, in the vicinity of Vancouver Island.

In this way, the cadets will learn the nautical ways and, with only 10 of





Four vessels of the Auxiliary Training Squadron with Cadets embarked. (E-68390)

them aboard each converted YMT or YFP, will have an adequate time in "command". An additional advantage accruing from this type of training will be that the cadets will be introduced to the sea by personnel whose interest is completely directed to training.

The Short Service Officer Plan has been mentioned previously in this article, but it may be that since it is only its second year of operation, some readers are unfamiliar with it. Basically, the SSOP is the successor to the old *Venture* Plan, designed to produce short-service surface and aviation officers for the RCN. It is open to candidates between the ages of 17 and 24

years of age who are in possession of junior matriculation or equivalent.

Following a four-month naval indoctrination course at *Venture* from September to December, the surface cadets embark in ships of the Pacific Command for a three-month training cruise, while the aviation cadets proceed to RCAF Station Centralia to begin 42 weeks of flying training which concludes at RCAF Station, Portage La Prairie.

On completion of their training cruise, the surface cadets return to *Venture* for a further six months' professional training, equated as closely as possible to the ROTP pre-fleet courses in weapons, operations, tactical procedures, en-

gineering and power, and supply. Both groups graduate as acting sub-lieutenants, approximately 13 months from date of entry.

The Short Service Officer Plan and the cyclic system have, in fact, infused new life into and added considerably to the responsibilities of *Venture*, whose future was rather uncertain after the demise of the *Venture* Plan. This establishment now looks forward, confidently and enthusiastically to a new and busier phase in fulfilling the essential role for which it was founded—that of training the future officers of the RCN.



Officer cadets on expedition training on Vancouver Island. (E-77741)

BURSTING THE BUBBLE

By Lt. T. H. Copeland

in

The Navalaire

LAST FALL, VS-880 had the opportunity to experiment with the feasibility of escape through the contoured side window of a CS-2F Tracker. The aircraft in question had flown its final trip before being towed away to CAIR and, since the co-pilot's bubble was due for replacement during this refit, permission was obtained to destroy it in order to test the practicability of exit via this route as an alternate means of escape.

Sub-Lt. J. E. McGee was selected for the job. Rigged in full flight gear, he seated himself in the cockpit to await the starting whistle. All available squadron aircrew were mustered to witness the demonstration so that they could gain first hand knowledge of the procedures and problems involved. Still photos and movie footage were taken for a permanent record.

On the "GO" signal, timing began and our "trapped" aviator unsheathed his trusty regulation survival knife to begin carving his way to freedom. Initially, he attempted circular and diagonal scribing, followed by healthy impacts from size 12 boots.

The bubble remained impassively intact.

Quickly realizing this course of action was fruitless, he then grasped his knife with both hands and pierced the plexiglass at regular intervals along the window perimeter with a series of short heavy punches. The blade was successfully forced through each time but the total effort was near-exhaustive. After the holing was completed, the footwork was again employed and this time a jagged opening was made. Egress through it presented little problem. Difficulty in firmly gripping the knife was experienced due to the small size of the handle. It had to be gingerly used in any case because of the absence of a slipguard. Total time involved: 90 seconds.

Well, what did we prove? We confirmed that this type of exit as an alternate to the overhead way is for the birds or, more appropriately, for the swordfish. Bubble construction is extremely solid, utilizing a $\frac{1}{32}$ " (approx.) heavy plastic material sandwiched between two thick layers of perspex. Even when many large holes were made, the plastic liner still provided a remarkably high degree of integrity. Every precious



This may look ridiculous but actually it shows the conclusion of a useful experiment that proves there are better ways of leaving a Tracker aircraft than carving a hole in the perspex. The inverted flyer is Sub-Lt. J. E. McGee. (DNS-34259)

square inch of opening gained represented a frustrating, breath-consuming struggle. Underwater? Not a chance, unless major shattering took place upon ditching impact.

Conclusions:

(a) Breaking through the side bubble of a ditched CS2F is totally impractical, since a semi-Herculean, time-consuming effort is required.

(b) Shallow scoring will not allow the window to be kicked out. Systematic puncturing is required.

(c) A stunned or injured person would be incapable of achieving break-out.

(d) It is doubtful that the evolution could be accomplished, with the cockpit fully or partially submerged except with superhuman effort.

Recommendations:

(1) In any inevitable ditching situation where time is available, deep and liberal scoring of both bubbles before touchdown will facilitate shattering on impact. The cockpit will be immediately inundated in any case.

(2) If unable to exit through the overhead hatches, don't waste time in attempting to cut through the bubble. Attempt to swim aft to No. 3 and 4 hatches, or the main access door.

(3) Religious observance of the regulations for both pilots' overhead hatches to be OPEN and LOCKED during all carrier takeoffs and landings.

(4) Make the most of your bailout and ditching drills. Preplanning can make the difference between survival and being trapped.



Diving computers are cross-calibrated during simulated dives in the hyperbaric chamber at Toronto General Hospital. Surgeon Lt.-Cdr. D. J. Kidd jots down figures while CPO J. H. Wilson and Ldg. Sea. W. E. Nehring act as guinea pigs. Ldg. Sea. Nehring has contributed greatly to the developmental program and has made variants of the computer to his own design.

FOR SAFER DIVING

THE BENDS—the painful and sometimes fatal accumulation of nitrogen bubbles in the bloodstream—are suffered by deepsea divers who have returned to the surface too quickly after deep or long immersion. They are a well publicized effect of working literally under pressure.

However, space travel, high altitude flight, escape from a sunken submarine, work in compressed air and hyperbaric therapy (treatment in a decompression chamber) also involve changes in environmental pressure.

Now a device has been developed that will help divers and others working under conditions that involve dras-

tic changes in air pressure to take precautions against untoward effects. It is a portable instrument known as the "pneumatic analogue decompression computer", and this is the story of its development.

The ability of man as pass from one environment to another of low pressure with impunity depends on understanding the problems of decompression. In particular, it is essential that the rate of ambient (surrounding) pressure reduction does not exceed, by some factor, the rate at which gases in solution in the body can be eliminated. The disregard for properly controlled decompression produces cavitation or bubble

formation within the body which results in some form of decompression sickness, ranging in severity from mild skin irritation to death.

In July 1962, Wing Cdr. R. F. A. Stubbs, RCAF, and Surgeon Lt.-Cdr. D. J. Kidd, RCN, at the Institute of Aviation Medicine in Toronto, turned to the decompression implications of new apparatus and techniques designed to extend the scope and safety of diving and submarine escape.

Decompression tables in current use throughout the world list decompression schedules over a specified range of depths and durations. These tables have been constructed from highly complex

mathematical formulae based on the theoretical behaviour of inert gas exchange in the body. Because of the complicated interplay of factors "educated guessing" based on the tables is potentially dangerous and is not permitted. In practice, dives often do not correspond exactly with a decompression table dive—the rule then must be obeyed to err on the side of safety and follow an unnecessarily long decompression schedule.

It was logical to seek a device which would keep track of the actual diving experience, regardless of its extent or pattern, calculate the appropriate decompression continuously and present this information to the diver. In other words, what was required was a computer which would react to diving situations as the body does. Various versions of such a "blackbox" were made using pneumatic, hydraulic and electronic principles, but for simplicity and reliability, the pneumatic version has been most highly developed as a field instrument. Attempts to achieve a computer have been made elsewhere, one well known version being on the market, but this instrument is useful only under certain diving conditions.

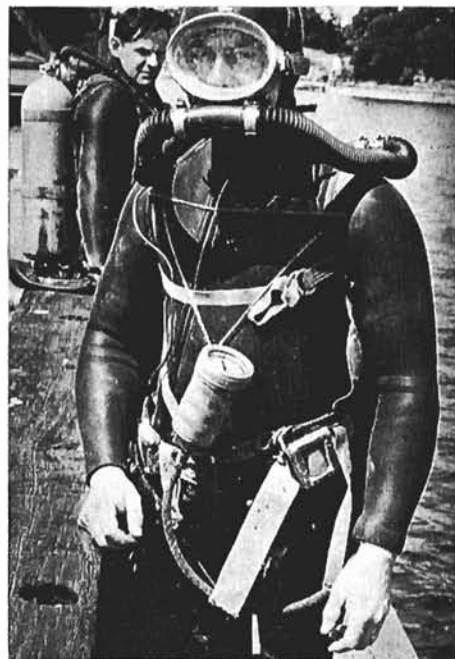
It was found that the optimum decompression from any given dive followed a continuous ascent path of varying slopes (or rates of ascent), having in general a compound curve. This ascent path would be automatically generated if the diver controlled his depth to conform with the safe-ascent depth continuously supplied by the analogue

computer, all relevant information being read from a single dial.

The first bench model of an analogue computer was constructed to operate on a speeded-up time scale and was used to verify previous calculations. In March 1963 the first prototype suitable for diving was produced by Patent Development & Prototypes under contract, and the first sea and chamber dives were carried out at the Royal Canadian Navy Diving Establishment (West Coast) in July of that year. To further verify laboratory work by actual experiments, using man as a guinea pig, the first computer was calibrated with a minimum margin of safety in order that the "threshold" of decompression sickness could be straddled, from time to time, to obtain better data than was hitherto available.

While it was quickly obvious that the computer could provide a diver with safe-ascent information, it did so with a significant saving in actual decompression time, since the continuous exponentially shaped ascent is more efficient. Its greatest feature, undoubtedly, is its "memory" permitting repetitive dives *ad lib* with the appropriate allowance for all previous dives built in.

In July 1964 the hyperbaric chamber at the Toronto General Hospital was made available to the Royal Canadian Navy Personnel Research Unit in exchange for medical support and trained assistance. The range of the different development versions of decompression computers was explored until, by March of this year, dives varying from 300



PO R. J. Thompson and Ldg. Sea. W. E. Nehring in July 1963 dive the first prototype computer at the RCN's Clearance Diving Establishment at Colwood, near Esquimalt. The computer senses the inlet pressure of the breathing apparatus and indicates the time required for an ascent to the surface to avoid the bends.

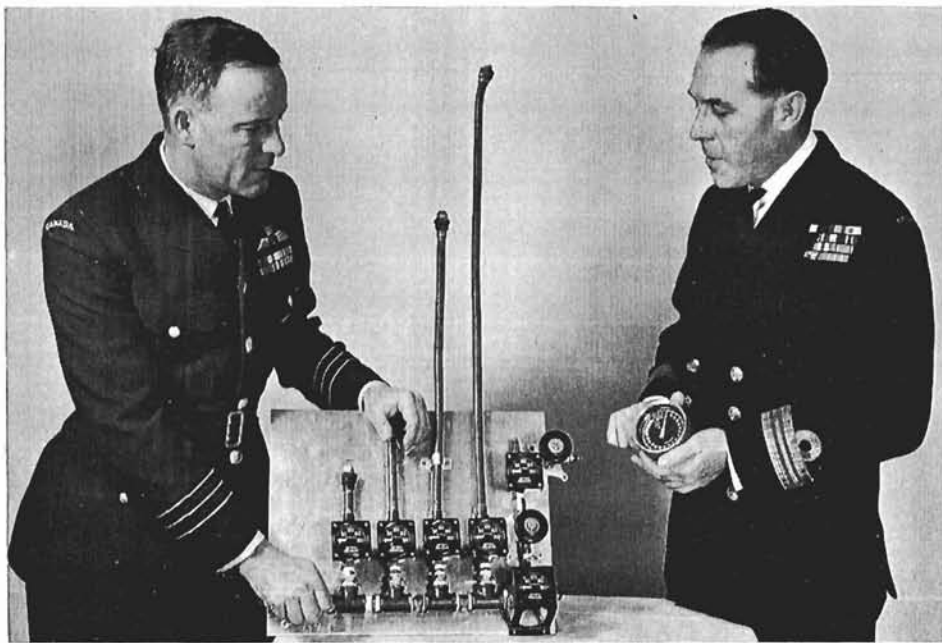
feet for 20 minutes to 72 feet for over 12 hours, using 39 subjects, had been made. A total of 614 dives under carefully controlled circumstances had confirmed the earlier work beyond a doubt.

It was now possible to calibrate a computer with a greater safety margin while retaining its superiority over the decompression tables, in terms of time, flexibility and operational efficiency. At the time of writing, 433 dives with such a computer have been made with extremely satisfactory results, with an incidence of decompression sickness from all dives, single or multiple repetitive dives, of about 1.5 per cent.

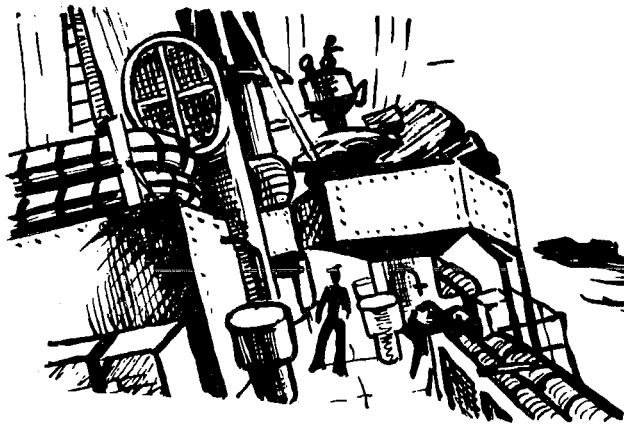
The pneumatic analogue decompression computer is at present being manufactured by Messrs. Huntco Ltd., Toronto, under licence from Canadian Patents and Developments Ltd.

While the solution to decompression provided by the computer has been verified during air dives, the idea was conceived to exploit the more advanced diving apparatus using variable mixtures of oxygen and helium, a situation in which the tabular approach to decompression is least appropriate. There are good reasons to believe that it is here, in the control of very deep dives or repeated sorties from residence diving situations of the "Sea Lab" type, conducted off Bermuda, that computers will provide the greatest contribution.

—D.J.K.



The co-inventors of the decompression computer are Wing Cdr. R. A. Stubbs and Surgeon Lt.-Cdr. D. J. Kidd, both of the Institute of Aviation Medicine, Toronto. The original "breadboard" model of the computer, assembled from parts of aircrew breathing equipment, is at the left. Surgeon Lt.-Cdr. Kidd is holding a prototype of an operational instrument.



Home from the Sea



Wrens to Mark 25th Anniversary

While Canada is celebrating its centennial in 1967, ex-wrens will be observing their silver anniversary. Plans are already being developed for a wren reunion in Hamilton, Ont., on Aug. 25, 26 and 27, 1967.

Although the event is more than two years away, accommodation has already been booked at McMaster University. All correspondence concerning the event should be directed to the 1967 Wren Reunion, PO Box 392, Burlington, Ont.

Approximately 950 letters have already been mailed out to former wrens but more names are sought to extend the mailing list.

The Wren Association of Hamilton and district at its last general meeting elected an executive which will hold office until after the reunion. Its members are: Mrs. Wm. Marshal, president; Mrs. Joan Wiley, vice-president; Mrs.

Thomas Baxter, recording secretary; Miss Marge Warren, corresponding secretary; Mrs. W. B. Barlow, treasurer; Miss A. Finn and Mrs. D. Clewley, social committee; Mrs. W. Dunlop and Mrs. Joyce Southcott, sick and welfare committee; Miss Reta Michin, publicity.

Museum to Display RCN Mementoes

A special exhibition showing the development of the Royal Canadian Navy from its beginnings in 1910 to its numerical peak in manpower and ships in 1945 will open in mid-August at the Marine Museum of Upper Canada, Stanley Barracks, Toronto, and continue for six weeks or more.

Stanley Barracks adjoins the Canadian National Exhibition grounds in Toronto, making it convenient for fairgoers to see the exhibit.

The curator of the museum, Al Howard, has asked for the assistance of former naval personnel in assembling the exhibit. Models of ships, photographs, posters and other nautical mementoes are desired. Any items loaned to the museum for the exhibition will be returned promptly when it is over.

RCNA Sports Day In September

A Royal Canadian Naval Association sports day has been announced for Sept. 18 in Brantford, Ont., with 15 trophies plus four other major awards at stake.

The events will include darts, snooker, bowling, cribbage, shuffleboard,

golf and, if artificial ice is available, curling.

All trophies will be awarded on the day of the tournament except for the Cock-o'-the-Walk, which will be presented at the RCNA annual meeting in October.

Veterans Have Part in Ceremony

Naval veterans from across Canada were officially represented for the first time at the National War Memorial in Ottawa on the occasion of Battle of the Atlantic Sunday on May 2 when H. A. Maynard, of Oshawa, laid a wreath on behalf of the Royal Canadian Naval Association.

Mr. Maynard, who is national president of the RCNA, and Mrs. Maynard were guests at the home of Arthur Gowling, a member of the executive of the Ottawa-Hull NVA.

In 1957, the CNA, as it was then known, concurred with the decision to designate the first Sunday in May of each year as Battle of the Atlantic Sunday in naval general orders. Previously the observance had been proclaimed annually and on occasion had been held in conjunction with Trafalgar Day, Oct. 21, a time of year not always suitable for a memorial parade.

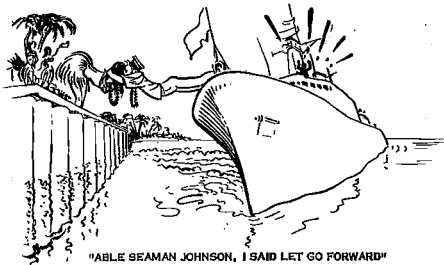
Hard Collars On Way Out

Stiff-necked days are nearing an end in the Royal Canadian Navy. It became official in April that officers would no longer be required to wear shirts with starched detachable collars.

Storesmen report that new issue shirts with attached collars won't be available until a year from now. They still have old-style shirts and collars in stock for many sizes and those will be used up before the new ones are introduced.

However, civilian-bought shirts, with collars similar to regulation ones, may be worn. The ruling takes note of the neatness of the "fused" collars of present day men's shirts. Old-style collars and shirts will still be acceptable wear.

Storesmen are also preparing for the new tri-service raincoat, scheduled for issue sometime in 1966. It will be similar in material and style to the present Navy burberry.



"ABLE SEAMAN JOHNSON, I SAID LET GO FORWARD"

Argus Salutes Paid-Off Frigate

As the ocean escort HMCS *Cap de la Madeleine* was entering the approaches of Halifax harbour on April 8 for the last time as a commissioned warship in the Royal Canadian Navy, she was saluted by a flypast from an Argus anti-submarine aircraft.

The Argus passed a message to the *Cap de la Madeleine* from Air Commodore F. S. Carpenter, Air Officer Commanding, Maritime Air Command, congratulating the former Second World War frigate on her many years of service to Canada and the cause of freedom.

HERE AND THERE IN THE RCN



With Halifax Red Cross nurse J. McClare is Ord. Sea. Bruce Ackland, the 28,000th donor to give blood at HMCS Cornwallis where 44 blood drives have been held since 1949. At the most recent clinic, held this spring, 640 persons turned out to swell the training establishment's blood bank credit. (DB-19800)



Cadets of the sailing club at Royal Roads took advantage of fine spring weather in March to sail the training ship HMCS Oriole to Vancouver and Nanaimo. They are shown with Lt.-Cdr. W. D. Walker, the Oriole's captain. (RR-3894)



On a visit to 1 Canadian Air Division in Europe, Rear-Admiral R. P. Welland, Vice-Chief of Operational Readiness, flew at Mach 2 or twice the speed of sound. Here he is wished good luck by Group Captain D. C. Laubman, commanding officer of 3 Wing. (PL-152963)



At a recent ceremony in HMC Dockyard, Esquimalt, Commodore Harold V. W. Groos was presented with a retirement certificate by Rear-Admiral M. G. Stirling, Flag Officer Pacific Coast. Commodore Groos was Director General Officer Cadets at Canadian Forces Headquarters, Ottawa. He has taken up residence in Victoria. (E-80428)



Two crew members who had served the longest of any on board the destroyer escort Terra Nova left the ship on May 3 for the last time. Cdr. C. E. Leighton, commanding officer, bids farewell to PO J. C. Stewart (left) and Ldg. Sea. O. J. C. Helmkey. PO Stewart and Ldg. Sea. Helmkey served on board a total of 140 months under three commanding officers during which 22 foreign and Canadian ports were visited. During this time 506 days were spent at sea and more than 102,000 miles were steamed. (HS-78006)

STORMY WEATHER AT NRC

IT WAS A STORM with all the trimmings for Ord. Sea. Claude Boulegon, RCN. Snug in his bunk he read and even slept while the "ship" dipped, rolled, pitched and tossed. Then he got down, climbed in his car and went home for supper*. The "ship" is at NRC's Division of Mechanical Engineering in Ottawa.

It consists of a box to simulate a bunk, fitted to an exotic mechanism causing it to soar up and down while rolling, pitching and tossing.

What effect does the motion of a hydrofoil have on the crew? Can they eat, sleep, with enough comfort to avoid a decrease in efficiency? Can they read dials and operate levers in a fast moving craft in bad weather? These human problems are being studied in conjunction with the Institute of Aviation Medicine and the Navy.

The problem is to find out how human beings will manage in heavy weather in the Navy's latest ship now under construction—the hydrofoil. The hydrofoil travels at high speeds, lifting its hull completely out of the water and travelling on underwater wings. In bad weather it is inclined to bounce.

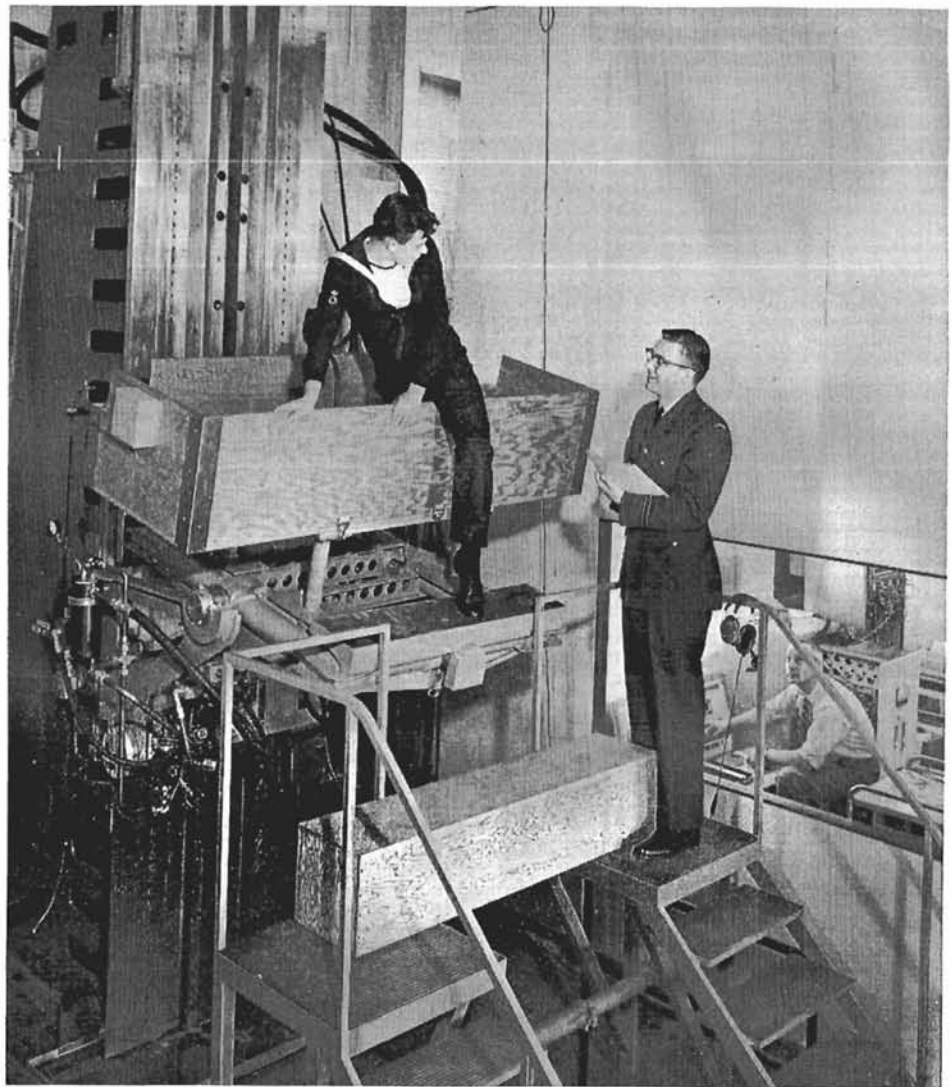
It is one of the many machines which tax the physical and mental powers of the humans who must operate them. There are lots of others—aircraft, industrial machinery, even motor cars.

The human as a controller of machines is studied at NRC by the control systems laboratory, headed by Dr. J. Alan Tanner, formerly of the National Physical Laboratory in England.

Just how big a problem man can be in his handling of machines is being clearly realized. According to the Department of Transport, of 281 air accidents in Canada in 1962, 193 were traced to human error. Of industrial accidents, H. W. Heinrich, the noted U.S. safety authority, says that between 80 per cent and 85 per cent are due to failures of humans, not machines. And on the highways, the Canadian Highway Safety Council says that 91 per cent of accidents are due to human failure.

"Our objective," says Dr. Tanner, "is to study ways for man to give his best

* Two other sailors, Able Seamen Ronald Hubbard and Lorne Leroux, have shared in the experiment, Hubbard saying that he has had a rougher time of it in destroyers and frigates. The three men agree that it is impossible to get eight solid hours of sleep in the apparatus.



Ord. Sea. Claude Boulegon clammers from the National Research Council's hydrofoil bunk simulator and assures investigators that the aircraft carrier Bonaventure offers a better ride, but that he still wouldn't mind serving in hydrofoils like the ocean-going craft being built for the RCN. (NRC Photo)

possible performance in the control of the machine he operates . . . but we have much to learn about man's physical make-up before this potential can be realized."

Man, a complicated creature capable of handling many inputs and outputs, also has the ability to make decisions, and this ability could be impaired by unusual circumstances.

"Research into this decision-making ability, especially in new or unusual situations, represents a truly new aspect of control systems work," says Dr. Tanner.

It may be that in some circumstances human operators have too many tasks to perform in operating a machine to give their best to the control function.

The huge number of dials to watch in the control of aircraft heavily load the visual capacity of the human controller.

Man cannot become, on the other hand, a mere "push button controller" because of his helplessness in the event of a mechanical failure.

Nor can man, the controller, perform everything manually in a complex machine. If he tries to do so, he is in danger of overloading his capacities.

Somewhere between these extremes in the man-machine relationship, lies the best use of the human operator, ensuring the ideal "team" of man and machine and efficiency of performance.

—NRC Research News

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Grilse

Early this year the Grilse held a dependent's day cruise for the wives and older children of the West Coast submariners. Since 80 extra people were involved, two separate trips were necessary in order that movement would still be possible in the boat.

The day started with a dive to periscope depth, with each wife closed up with her husband at the position he would normally man during this evolution. After the visitors had had the opportunity to tour the boat, a dummy torpedo firing and snorkel runs were conducted. During these periods, all had the chance to look through the periscope and also experience the novel effect of snorkeling on the sinuses.

The reactions of the wives and children were surprisingly consistent. Most of "the girls" are now completely con-

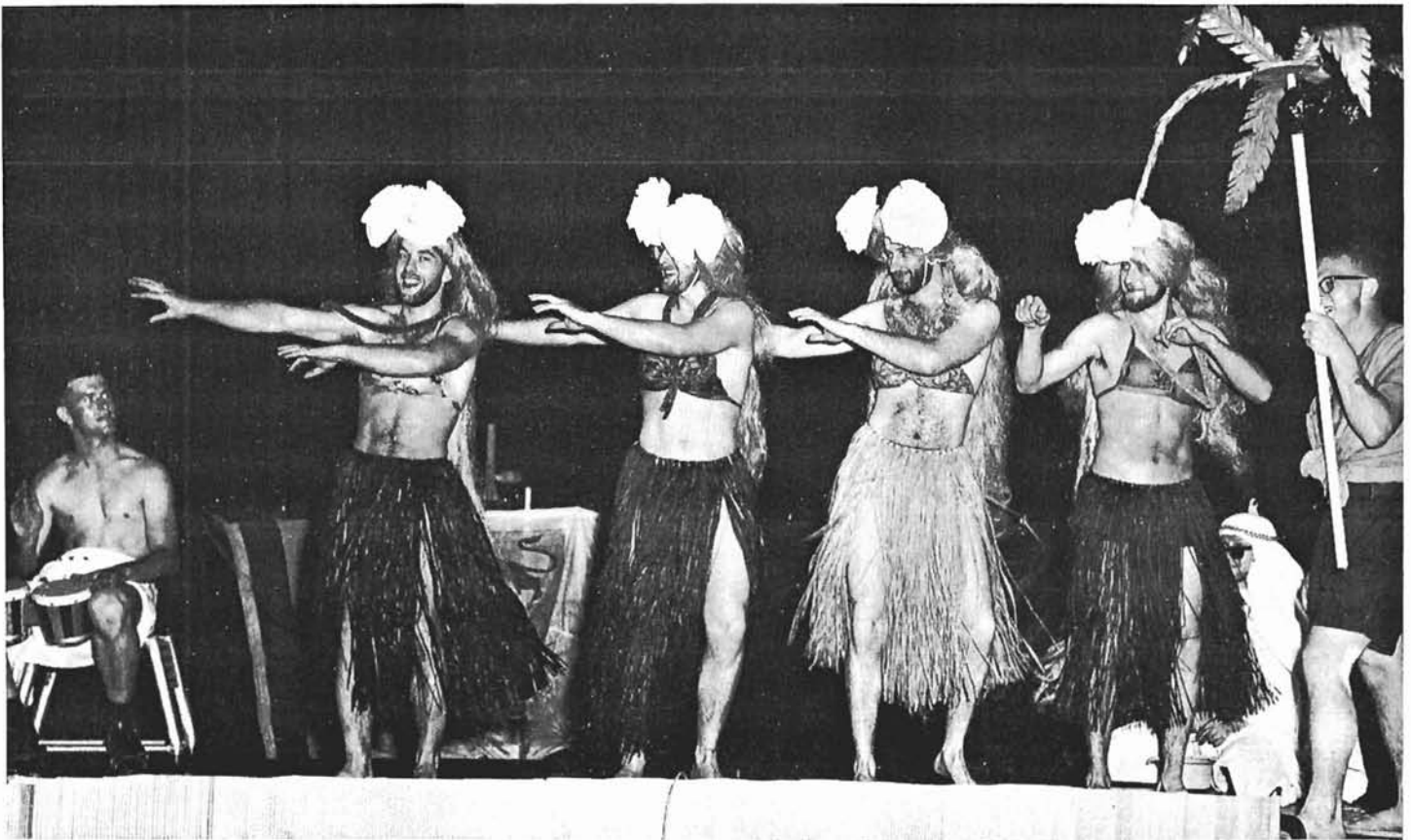


vinced that their husbands are a bit unbalanced, wanting to spend their working lives in a cramped, smelly tube. One of the "better halves" scoffed at the idea that submarine bunks are difficult to get in and out of because

of the small clearance. Bravely, she proceeded to demonstrate her agility, easily wiggling into a lower bunk. Her poise vanished rather abruptly, however, when she found she couldn't get out! It was only with assistance from her husband that she could get extricated, red-faced and shaken.

A look through the periscope proved the most popular event of the day, although one young son, when asked what he liked best about the cruise, was surprisingly honest. His answer: "Missing school".

During the week of March 15-19, a last-minute cancellation of an operational programme permitted the Grilse to repay the excellent work of HMC Dockyard personnel with a trip to sea in a submarine. Naval personnel were invited as well for familiarization in submarines. Six separate half-day trips were made, allowing a total of 181 people, who normally would not get the



This bevy of bearded beauties headlined the presentation of "Pacific Capers", the ship's concert held in HMCS Saskatchewan during the spring training cruise to the Far East. (CCC2-1755)

opportunity, to experience cruising below the ocean's surface.

On Friday, March 19, the "Canadian Submarine Force Pacific" was host to representatives of the press, radio and television. This was the first time that the *Grilse* had been host to such a large group of newsmen, and consequently subjected to the questions of professional inquisitors. A program similar to that of preceding cruises was carried out with a YFP standing by so that photographs could be taken of the *Grilse* diving and surfacing.

Miss Pat Dufour of the *Victoria Daily Times* wrote the following womanly observations after her first dive in a submarine:

"From then on, the three-hour cruise became a voyage of exploration, so much so that someone had to remind me to hold on to my cup of coffee as I sat in the cafeteria for the second dive. Not that the angle of elevation seemed acute—it was actually quite slight—but submariners have a fetish about tidiness and I'd hate to be the first to mess up the immaculate dining tables!"

HMCS *Jonquiere*

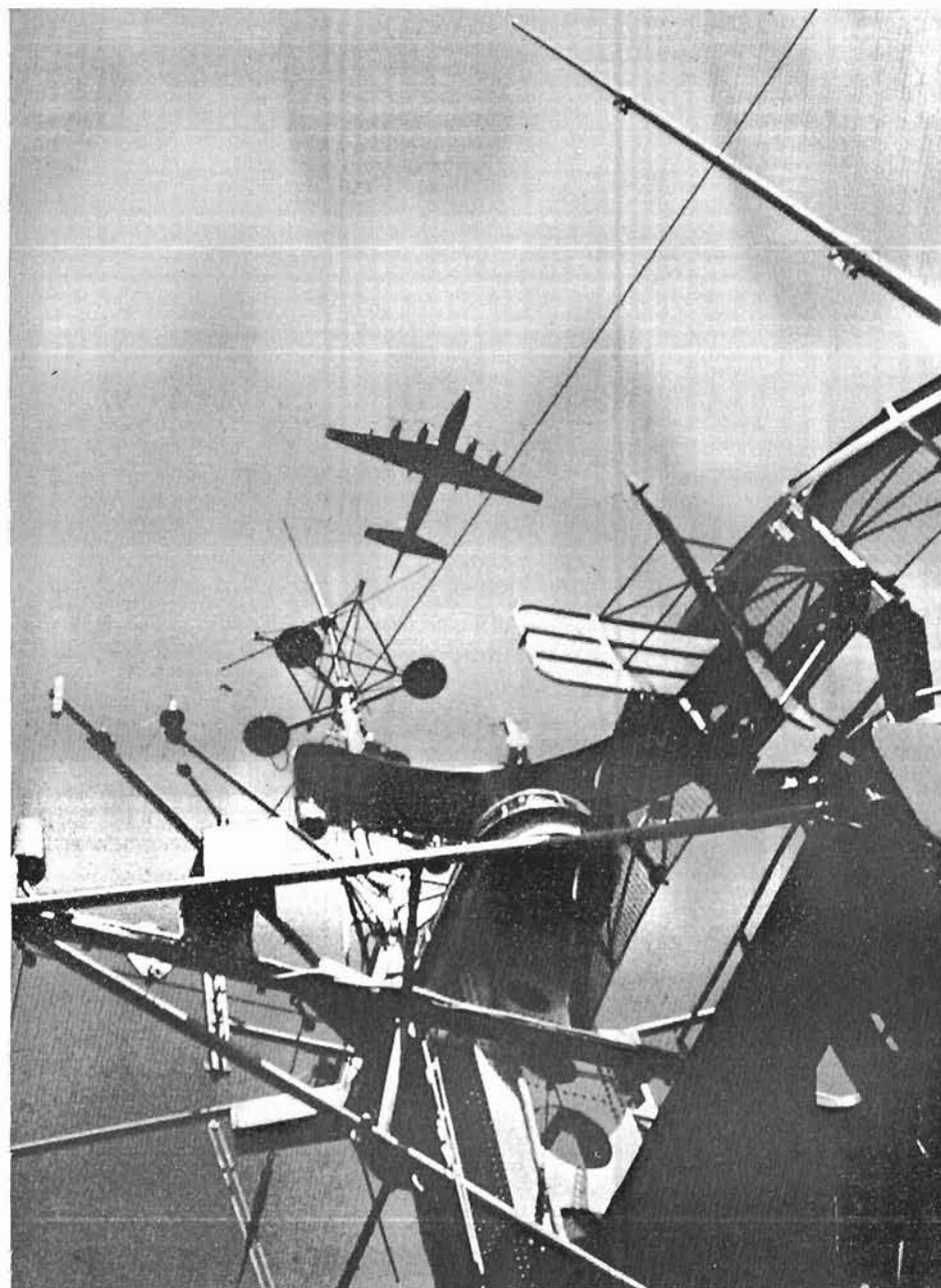
The ocean escort *Jonquiere* and the submarine *Grilse* represented the Pacific Command in the Navy League Week program at Nanaimo B.C., both vessels visiting the Vancouver Island city from May 7-9.

In addition to holding open house, the *Jonquiere* and *Grilse* landed 72 men to take part in the Navy League Week parade through downtown Nanaimo on May 8. The salute was taken by Mayor Peter Maffeo.

ATLANTIC COMMAND

HMCS *Cornwallis*

A cheque for \$1,000 was presented recently to F. C. Purdy, chairman of the board of directors of the new Digby General Hospital, by Ord. Sea. John R. Bottomley on behalf of Captain J. M. Paul, commanding officer, and the ship's company and civilian staff of *Cornwallis*.



The St. Laurent conversions may think they have something in the Sea King helicopters they carry, but the Algonquin boasts that she is one or more up on them, having her own personal Argus ASW aircraft, which she guides by string. Whether or not this is strictly factual, the picture does play up the fact that the RCN and RCAF have been co-operating these many years in the anti-submarine field.

The money was collected in a drive by the *Cornwallis* Central Charities Fund and will be used to furnish a solarium and waiting room for the maternity wing of the new Digby Hospital. This will be known as the "Cornwallis Room".

Ord. Sea. Bottomley, son of CPO and Mrs. Bruce Bottomley, represented not only the ship's company and staff of *Cornwallis* but also the combined new entry training divisions, who made one of the largest donations in the campaign.

The cornerstone for the new \$1,-

600,000 hospital was laid in the fall of 1963. The hospital boasts of modern equipment in all areas. There are beds for 90 adult patients and bassinets for 19 nursery patients.

More than 250 cadets of the University Naval Training Division from 15 universities across Canada arrived in HMCS *Cornwallis* in mid-May for summer training as prospective officers in the Royal Canadian Navy Reserve.

The cadet training program this year has undergone many changes from previous summers. All courses are being

conducted simultaneously as is done in universities. Examinations in all courses will be held at the end of the summer.

Junior cadets to a total of 147 will remain in *Cornwallis* for the whole summer undergoing training in navigation, communications, seamanship and naval knowledge. One hundred and nine senior cadets will take advanced courses in navigation and communications and also study supply and leadership. They practise in seamanship during two five-week European training cruises.

Forty-five of the senior cadets will receive their commissions in the fall and remain on the active reserve list to undergo more intensive training the following summer in either navigation, communications or supply.

HMCS Granby

Don Messer's Jubilee, popular CBC-TV show, went "underwater" on May 24, with a visit to the Royal Canadian Navy's diving training unit, HMCS *Granby*, in Dartmouth, N.S.

The half-hour video-taped program showed how divers are trained and the type of equipment used. The show's M.C., Don Tremaine, and the *Granby's* training officer, Lt. Norman Prouse, demonstrated the re-compression chamber, a tank which simulates underwater pressures.

NAVAL DIVISIONS

HMCS Carleton

Ottawa's naval division, *Carleton*, has come up with something new—sea training for RCNR wrens.

For the first time in the history of the naval division, young women of



The unfamiliar seascape (actually Lake Ontario) is scanned by Carleton Wren Willa Jean Bellman during a week-end training cruise arranged by the Ottawa naval division.

Carleton's wren division took part in a week-end training cruise on Lake Ontario.

Seven Ottawa wrens, under Lt. Margaret Spratt, embarked on May 22 in HMCS *Porte St. Louis* at Hamilton. Along with 41 officers and seamen from *Carleton*, they sailed to Oshawa, then to Port Credit on Sunday, sailing back to Hamilton on Monday.

The wrens received practical training in seamanship in addition to their regular duties in communications and in the galley. The only special treatment they received is that they were billeted in comparative comfort ashore on Saturday and Sunday nights, whereas the men remained on board.

The training cruise was carried out by *Carleton's* training officer, Lt.-Cdr. E. J. Cooper.

HMCS Tecumseh

The time of the year for inspections in the naval divisions has come and gone, and at *Tecumseh*, the Calgary division, there were two held on the same day.

Lt.-Cdr. S. F. Mitchell, Staff Officer Fiscal and Supply to the Commanding Officer Naval Divisions, carried out his annual inspection of supply facilities on the same day that Cd. Off. T. W. Milne, Staff Officer Bands to COND, did his inspection and trade tests of the *Tecumseh* band.

Ten naval reserve bands competed for the Band Efficiency trophy. The *Tecumseh* band placed second in this competition in 1963 and 1964. This year's winner was *Discovery*, Vancouver.

SEA CADETS

NLCC Admiral Bidwell

On March 6 some 60 members of the *Admiral R. E. S. Bidwell* Navy League Cadets, Dartmouth, N.S., were entertained by personnel of the *Shearwater* Naval Fire Service.

During their visit the cadets were given lectures and shown how a fire department is organized and functions. After demonstrations of major equipment and first-aid fire appliances, some of the boys were afforded the opportunity to use an extinguisher and extinguish a small fire.

Instructions were given on fire prevention, proper method in transmitting on alarm and what to look for when entering public buildings. At this point the lads appeared quite hungry so out came some roasted hot dogs and chilled pop, served by fire department personnel.



Wren Wanda Costin, of HMCS *Carleton*, Ottawa naval division, cheerfully peels potatoes on board the reserve training vessel *Porte St. Louis* and—ouch!—nicks her finger. Nearly 50 reservists, including seven wrens, took part in the May long week-end cruise.

GO SOUTH

CANADA'S MOTTO, translated from the Latin, is "From sea to sea". The motto of the new Canadian flag appears to be "From pole to pole".

Shortly before Canada's new national ensign, displaying the red maple leaf, was proclaimed, an RCAF Argus aircraft dropped a new flag, encased in a canister, at the North Pole during a navigation flight.

The new flag also was hoisted and flown at the geographic South Pole, again in advance of the day of proclamation.

Captain V. W. Howland, Naval Member, Canadian Joint Staff, Washington, in January visited Antarctica as the guest of Rear-Admiral J. R. Reedy, USN, Commander, U.S. Naval Support Force, Antarctica, and Commander, Task Force 43.

It is possible that other RCN officers and men have visited the frozen continent at the bottom of the world, but it is thought that Captain Howland, unless someone steps forward with a prior claim, is the first member of the Royal Canadian Navy actually to have stood at the geographical South Pole. This happened on Jan. 31, 1965, at the height of the Antarctic summer, and Captain Howland anticipated historical events a bit by flying the new Canadian flag for the first time at the South Pole.

He travelled to Antarctica in a U.S. Navy Operation "Deep-freeze" aircraft of VX-6, with stops at Alameda, Calif., Hickham Air Force Base, Hawaii, and Christchurch, New Zealand. The return journey from Christchurch was by USAF MATS aircraft. Two days were provided at Christchurch on the way south for "kitting-up" with Antarctic clothing, and two days on the return journey for "unkitting" and re-orientation to normal non-Antarctic life.

During his eight days in Antarctica ("down on the ice" is the proper expression), he lived in a very slightly improved Quonset hut labelled "Ross Hilton Hotel", it being on the shores of the Ross Sea. The standard of living was wholesome, healthy and adequate, in the same sense as a Canadian logging camp. But it fell far short of the comforts normally expected on the mess-decks of one of HMC ships in the 1960s, Captain Howland says.

Local trips by ski-equipped C130E Hercules were made to the Pole and to Byrd Station, both about 800 miles from

McMurdo. Both of these scientific stations are built under the ice, the prefab buildings being located in huge ice caverns. It was a very mild summer day at the pole, being only 37° below zero. Byrd Station was positively hot with a temperature of 3° above zero. The temperature at sea level (McMurdo) was between 20° and 30° and there were 24 hours of sunshine at this time of years.

Captain Howland visited Scott Base, the New Zealand station on the Ross Sea Ice Shelf, where the Weddell Sea breaks through faults in the ice and lie about sunning themselves. At Cape Royds, he walked among the thousands of Adele penguins, and was attacked by the fierce skuas. Here also is Shackleton's hut.

At Cape Evans, he visited Scott's hut, from which the explorer set out on his last fatal journey to the Pole. The visits to Cape Evans and Cape Royds were made in the USS *Staten Island*.

Rear-Admiral James R. Reedy, USN, (left) and Captain Vernon M. Howland, Naval Member, Canadian Joint Staff, Washington, stand in front of the new Canadian flag, flying proudly at the geographical South Pole. (Official USN Photo)



Canadian naval officer Captain Vernon Howland stands by a heap of supplies left more than half a century ago by Scott's South Pole expedition at Cape Evans, Antarctica. (Official USN Photo)

SCIENCE AND THE NAVY

Unit to Speed ASW Development

Narrowing the time gap between the idea and application in the field of anti-submarine warfare is the aim of the new Anti-Submarine Warfare Service Projects Unit, in the Defence Research Board's Naval Research Establishment in Dartmouth, N.S.

K. N. Barnard, previously superintendent of the Chemistry and Engineering Wing at NRE, has been appointed superintendent of the new unit.

The unit will give scientific support to the Canadian Forces in ASW, dealing directly with the RCN and RCAF in the Maritime Command Atlantic concerning their ASW problems, complementing the longer-term research projects underway at NRE.

Requests and suggestions originating from all ranks within the services will be examined for their scientific utility, and research will be initiated into those that indicate the possibility of worthwhile ASW applications, in accordance with priorities ascribed by the services. An important objective of the unit is the reduction of the time lag between scientific discovery and service operational use of equipment developed from DRB research.

The superintendent, Mr. Barnard, was born in England and came to Canada in 1927. He obtained his BSc and MSc, with honours in physics, at the University of Saskatchewan, following which he was employed in geophysical exploration.

In 1941 he joined the Halifax section of the National Research Council, working on degaussing, harbour defence and other war research problems, and continued on with the RCNVR special branch in 1943, when the section went into uniform, to be known as HMC Naval Research Establishment. In 1947 the newly formed Defence Research Board of Canada assumed control of the establishment and Lt.-Cdr. Barnard retired from the RCN to continue with DRB as a research scientist, thus becoming a charter member of DRB's Naval Research Establishment, located in HMCS Stadacona until the new laboratory was opened in Dartmouth in 1952.

Mr. Barnard has conducted research in marine corrosion, anti-corrosion and



K. N. BARNARD

anti-fouling paints, and associated metallurgical and chemical fields.

A team of three NRE scientists, Dr. G. L. Christie and Dr. J. H. Greenblatt, with Mr. Barnard as leader, pursued an idea that has brought international recognition to NRE for its work in the development of a cathodic protection system to prevent the costly corrosion of steel ship underwater hulls. The system is now standard equipment in RCN ships, and has been adopted by other navies and commercial shipping interests.

Corrosion Measure Not Always Safe

The RCN was a pioneer in the anodic protection of ships—the fitting of magnesium anodes to a ship's hull near the bronze propellers so that the anode wastes away instead of the steel of the hull—but under certain circumstances, according to a report from Britain, the system can be a menace.

Because the use of magnesium anodes results in the generation of hydrogen gas, *Lloyds Register of Shipping* has inserted a clause in its rules making the fitting of such anodes in oil fuel tanks unacceptable.

Mr. Barnard, accompanied by his wife, recently completed a three-month round-the-world trip, visiting research establishments in England, France and Italy. He presented a technical paper at the symposium on marine paints in Bombay, India, then returned via Tokyo to the United States, visiting several research centres, en route to Dartmouth.

Royal Navy Studies Anti-Shark Methods

The Royal Navy is evaluating new methods of frightening sharks as part of the protective measures afforded to divers or castaways. Work is being handled through the Naval Life Saving Committee, whose headquarters are at Bath, England.

A repellent being tested takes the form of a powder that irritates the mucous membranes of the shark's gills. According to the species, there are five, six, or seven gill openings.

Experiments in which the Royal Navy are interested concern the form in which the irritant can be carried. One is a dispersible block for use by survivors; another is a spray in an aerosol container. In the latter case divers would squirt small quantities toward an inquisitive shark.

The present method of discouraging sharks was referred to by the Minister of Defence for the Navy in the debate on the navy estimates. The repellent supplied for use in shark-infested waters consists of a mixture of black dye and chemical irritant with the addition of another material to ensure a slow rate of dissolution in water. It is packed in a fabric bag which has a plastic cover and a rip patch. A short cord is attached to the plastic cover for tying to a life jacket or survivor's clothing.

The repellent forms a cloud around the survivor, hiding his head, legs, and arms from the shark. The irritant according to an expert, affects chiefly the shark's eyes. It is supposed to be effective for about an hour. Sharks have poor eyesight in any event.

The Naval Life Saving Committee keeps in close touch with other workers in this field. All information goes to the Shark Research Panel of the United States, with whom good relations are

maintained. Repellents are tested under field conditions and by staff at marine laboratories in the West Indies and Honolulu.

Sharks are found infrequently round the coasts of Britain compared with those of Australia, the West Indies, and South Africa, but a 435-pound specimen was caught off Cornwall last summer.—*Naval News Summary*

Floating Lab Studies Atlantic

Oceanographers from the Bedford Institute of Oceanography at Dartmouth, N.S., have spent six weeks this spring on board one of Canada's floating laboratories, the Canadian Scientific Ship *Hudson*, studying the characteristics of the floor and waters of the North Atlantic. The Institute is operated by the Marine Sciences Branch of the federal Department of Mines and Technical Surveys.

The objective of the cruise, under the direction of Dr. Bosko Loncarevic, head of the institute's geophysics group, was obtain information to assist Canada in the study of its coastal waters and, at the same time, to fulfil Canada's obligations in the Upper Mantle Project, an international study of the earth's crust.

On the cruise, the oceanographers were accompanied by a scientist from Dalhousie University, studying plankton to learn more about the distribution and production of fish.

The *Hudson* undertook two parallel crossings 60 miles (one degree of latitude) apart, between Dartmouth and Brussels, taking geophysical measurements of the sea floor to ascertain its structure and formation. In mid-ocean, the oceanographers are making a detailed study of an area of the Mid-Atlantic ridge (the longest mountain range in the world) where in 1960 scientists aboard a British research vessel, *Discovery II*, investigated a median valley containing two volcanoes. Dr. Loncarevic was a member of that team.

On the other side of the Atlantic, the *Hudson's* program included a reconnaissance survey of the western approaches to the English Channel between Land's End, England and Cape Clear, Eire. They are comparing their findings with the results of their investigation of the Nova Scotia continental shelf to ascertain whether there is any similarity between the east and west boundaries of the Atlantic Ocean.

A highlight of the cruise was the use of an ultra-modern system of automatic measurement and recording of scientific information to eliminate the heretofore inevitable delay of many months of data compilation to obtain results. The system was developed by Dr. C. S. Mason in the electronic design laboratory of the Bedford Institute. It records on computer paper tape, once every minute, readings from the shipborne gravimeter, the magnetometer and the

Decca navigator. These tapes are then fed into a small computer (the first time a computer has been carried about a Canadian ship) and preliminary results can be calculated immediately.

On the cruise, the oceanographers took large-volume samples of sea water from various depths for radiochemistry studies to determine the amount of radio-activity in the water. They analyzed the water on board ship in an especially equipped laboratory.

Scientist Lost In Downed Argus

Dr. Carmen L. Piggott, 37, who had been a defence scientific service officer at the Defence Research Board's Naval Research Establishment in Dartmouth, N.S., died in the crash of the *Argus* aircraft lost off Puerto Rico on March 23.

For 10 years, he had been engaged in anti-submarine warfare research. In December 1964 he was appointed scientific consultant to the Maritime Command Atlantic, serving on the staff of the Air Officer Commanding, Maritime Air Command.

Dr. Piggott was born in Bridgetown, Nova Scotia, and received his BSc and MSc in physics at Dalhousie University, and PhD at McGill University.

Dr. Piggott resided in Dartmouth with his wife, Dorothy, and their two children.

MODERN CRUSOE RESCUED BY RN

A ROYAL NAVY frigate has rescued a modern Robinson Crusoe, an American yachtsman shipwrecked on a remote uninhabited island in the Bahamas. The anti-submarine frigate *Rothesay* (Cdr. R. S. Agar, RN) was alerted after a United States Navy patrol aircraft had sighted the castaway.

The American, William Haas Jr., of Philadelphia, was spotted on the lonely island of South Cay, off Ackland Island. He had been alone there since a night in early December when his 22-foot boat *Mel-o-Dee*, which he had been sailing single-handed from New Jersey to St. Thomas in the Virgin Islands, ran ashore and was wrecked.

He managed to salvage some food and equipment from the boat, made a shelter, and burnt wooden wreckage in an effort to attract the attention of passing ships. More than 40 ships passed, but his signals were not seen. When his food ran out he was reduced to eating shellfish and drinking rain water.

HMS *Rothesay* was 500 miles away when it was reported that the castaway

had been sighted. The frigate sailed immediately and rescued him on Jan. 2 after food and water had been dropped to him by a United States Coastguard aircraft.

The ship reported that Haas was fit and well after his 30-day ordeal, but that he had survived only by reason of his skill and common sense. He rationed himself to half a cup of water twice a day. He then made a distilling unit from a petrol can and a salvaged hose length which, with three hours boiling, and coiling the pipe through a pool, produced two quarts of water. He also made a rain trap from driftwood and he fed mainly on whelks, of which there was an ample supply, cutting out the flesh and boiling it. He weighed 175 pounds at the start and 130 pounds when rescued 30 days later.

Haas salvaged an axe from the wreck and chopped up driftwood and wreckage to make fires for cooking and to try and attract the attention of passing ships. But 47 ships passed without seeing his fires. On the 28th day he made

a flagpole, which was sighted by a U.S. Navy patrol aircraft.

The *Rothesay* sent ashore a Gemini dinghy, the only type of craft usable due to the surf, with Lt. Michael Clayton, RM, Surg Lt. David Wright, Colour Sgt. Alan Colley and Marines Albert Moye and Robert Kelley.

Haas was hale and hearty, thin, and happy to be rescued. His first words were: "Boy, oh boy, am I glad to see you fellows."

"He had a grey beard and an appearance like Crusoe himself," reported Cdr. Agar.

The island is completely barren and deserted, about a mile long, a quarter of a mile wide and with little vegetation except cactus. The only animal life consisted of rats and two nesting eagles which became quite friendly. Haas found fishing impossible because of coral surrounding the island.

Haas was transferred from HMS *Rothesay* to the United States Coastguard Cutter *Ariadne* and later landed at Key West, Florida.—*Naval News Summary*.

THE NAVY PLAYS

"Des" Desrosiers

Wins 156-Pound Title

Ldg. Sea. Fred (Des) Desrosiers, slugger from *Naden* who was one of the boxers on Canada's Olympic team at Tokyo last year, on May 16 won the 156-pound title in the Canadian amateur boxing championships at Calgary.

Desrosiers, last year's Canadian amateur welterweight champion, showed his superior experience in taking a split decision over Gordon Sinclair, of Slave Lake, Alta.

Volleyball Title For Gloucester

HMCS *Gloucester* captured the Ottawa senior men's volleyball championship on April 6 after seven months of intensive training, travel and league play.

The team was built around a nucleus of four players who had been on championship teams in *Churchill* and *Coverdale* in recent years.

Gloucester entered the Ottawa City League for the first time this year. After

a long season of practice drills concentrating on such fundamentals or ball handling, serving, spiking and blocking, the team just managed to finish in the last playoff position.

The team began to show signs of maturing in mid-March when the results of long hours of arduous practising finally became evident. On April 6 the team's latent potential suddenly emerged and it swept aside the YMCA 2-1 in the semi-final and then crushed Ottawa "U" 2-0 in the finals.

The city trophy has been up for competition for 16 years and is recognized as the top volleyball prize in Eastern Ontario.

Wren's Top Score 57 in One Game

Wren Johanna Pedersen of PO Jonny Pike's *Stadacona* wrens' basketball team has won this year's scoring title in the Halifax and District Women's Basketball League.

She led the league in scoring, with a total of 176 points for an average of



WREN JOHANNA PEDERSEN

25.5 in seven games, and hooped another 121 points in four playoff games, good for 32.2.

Her highest score for one game was 57 points.

In 1964 she was voted the outstanding player in the Nova Scotia provincial basketball tournament.

Originally from North Surrey, B.C., she played for Queen Elizabeth High School for four years. This is her second year with the *Stadacona* team and second year in Senior "A" women's basketball.

The wrens had a fine season in '65, finishing second in the league with a 5 and 2 record, losing out to Dartmouth in the final playoff game and to Antigonish Scots in this year's semi-final of the Nova Scotia provincial tournament.

Chippawa Takes Labatt Trophy

HMCS *Chippawa's* indoor .22 rifle team won the Labatt trophy during the 1964 training season for the third time. The previous wins were in 1956 and 1963.

The Winnipeg naval division has a fairly extensive indoor rifle training program, with training, practise, competition and range rules and regulations



The opposition was tough but long hours of practice paid off and HMCS *Gloucester* took the Ottawa senior men's volleyball championship. Members of the winning team were (back row) Ldg. Sea. G. M. Anstey, PO R. E. Beal, Lt. R. C. Eastman (coach), PO N. J. Ancil and Cd. Off. W. G. Hillaby, and (front row) AB B. W. Lamarre, PO E. D. McLeod, Ord. Sea. J. E. Boyde and Ord. Sea. B. A. Morrison. Ldg. Sea. J. J. Whittingham was absent when the picture was taken. (O-16031)

being carried out three evenings per week. Keen interest is shown by all sections of the division, as well as by members of the two sea cadet corps.

Hochelaga Wins At Deck Hockey

In the first year of competition, the deck hockey team from HMCS *Hochelaga* won the 1964-65 Montreal tri-service deck hockey league championship with a record of 15 wins and no losses.

The team was managed by Lt. M. P. Robida and coached by PO E. J. Robert.

Capacity Crowds For Ice Carnival

More than 130 young skaters from the *Cornwallis* area took part in a dazzling display of skill and showmanship on the ice in early April when the *Cornwallis* Skating Club presented its season finale, "The *Cornwallis* Ice Review."

The skating rink of HMCS *Cornwallis* was packed both evenings as the young performers, ranging from two-year-old to teenagers, performed in 26 delightfully varied routines. Music was by the *Cornwallis* band.

The highlight of the show, and certainly the finest figure skating seen in the area, was the performance by the brother and sister team of Dick Salter and June Rheubottom. Dick Salter, a long-time professional skater and gold medal winner, was brought to *Cornwallis* by his sister, Mrs. Rheubottom, director of the show. He is a teacher of figure skating in Sun Valley, Idaho. Both brother and sister have travelled with international ice revues.

As usual in a presentation of this kind it was the junior cast that stole the show, from the tiniest cowboy in the "Cowboys and Indians" number to the most winsome young miss in the "Hawaiian" number.

West Point Wins Hockey Tourney

The Royal Military College hockey team suffered its first shutout in 34 years in its annual tournament with the cadet team of the United States Military Academy by a score of 6-0 at West Point, N.Y., on March 6.

The West Pointers made two goals in the first period and four in the second.

The scene of the hockey encounters has alternated between the two institutions since the first game was played at West Point in 1923. With the exception of 1942, the matches were not played during the Second World War.



One of the highlight's of last spring's *Cornwallis* Ice Revue was the appearance of this brother and sister duet featuring Dick Salter, a long-time professional ice skater and now teacher of figure skating in Sun Valley, Idaho, and his talented sister, Mrs. June Rheubottom, wife of CPO W. A. Rheubottom, of *Cornwallis*. Both brother and sister have skated with international revues. (DB-19710)

Of 34 games played so far, Royal Military College has won 19, West Point 14, and one game was tied. The Pointers won their first game in 1939 and have now won 12 of the 17 games played since the first post-war match in 1949.

When the first hockey game between the two military institutions was played in 1923, Royal Military College presented a cup to the U.S. Military Academy to commemorate the occasion. The fact that West Point did not win a game during the first 16 years of competition gave birth to the legend that the cup is always presented to the losing team.

Presentation of a duplicate cup to RMC by USMA at Kingston in 1939—the year of West Point's first victory—strengthened the misconception. Actually, there are two cups, identical except for the inscriptions, one held by each institution. This year the original cup was presented jointly to both team captains after the game and remains at West Point.

"B" Hockey Title To Cornwallis

Cornwallis Cougars won the Maritime intermediate "B" Hockey Championship in Woodstock, N.B., defeating the Woodstock Karnes 6-4. *Cornwallis* had won the opening game in the two-game total score series, 8-5.

In a fast clean game, before the largest crowd to attend a hockey game in Woodstock since 1956, the home team maintained a strong 4-2 lead until the final minutes of play in their bid for the Maritime "B" title. Some 1,200 cheering fans attended the game.

The first period ended 1-1 and the second period 2-2. Woodstock went out in front 4-2 only to wilt before a sudden Navy offence in the final minutes of play. The *Cornwallis* team took charge of the game to score three goals in one minute 33 seconds. Joe Perron, Bob Gray and Bruce Campbell scored in that order for the winners to tie up the game. The *Cornwallis* goalie, Milne, played a sensational game, stopping repeated Woodstock breakaways and shots on goal.

This made 10 straight play-off wins for the *Cornwallis* squad. The Cougars eliminated Berwick, St. Annes, Lunenburg and Stellarton to capture the Nova Scotia intermediate "B" title.

Truro Policeman Wins Handgun Shoot

Top honours were won by Harold Campbell of the Truro Police Department in the third annual indoor pistol shoot of the Atlantic Command Handgun Club.

Held over the Easter week-end, the 1,800-point shoot drew 19 handgun devotees to HMC Dockyard's indoor range. Campbell scored 1,655 points to take first place in the open class. B. A. Goudey of Yarmouth's Highland Handgun Club, took second place in the open competition with 1,608 points.

PO Russ Martin, of HMCS *Bonaventure*, placed first in the sharpshooter class with 1,539 points, while C. B. Coates in the marksman class took first place with 1,335 points.

The *Bonaventure* team dominated the ship category matches.

Navy Supervises Exams for Divers

Some 50 civilian diving instructors, mostly from B.C. coastal points but some from the interior, sat for examinations at Esquimalt in mid-May under the supervision of the staff of RCN's Clearance Diving Establishment.

The three days of practical, written and oral examinations were based on the regulations recently approved by the B.C. Safety Council for sports divers.

Supervising the examinations were Lt.-Cdr. Ward W. Palmer, officer in charge of the Clearance Diving Establishment, and 15 other RCN volunteers.

DESTROYER DIPLOMACY

FIFTY SHIPS THAT SAVED THE WORLD is a fine title. It suggests the clash of the galleys at Salamis and the thunder of the guns at Jutland, but stirring action hardly comes into the book, although it deals, in a way, with the Battle of the Atlantic.

Philip Goodhart is not a seaman and, in spite of the title, his book is not naval so much as diplomatic history. Apart from interviews and personal correspondence with some of the people involved in the transactions, he does not seem to have any original sources, but he has brought together into one volume most of the involved political and diplomatic manoeuvring involved in the exchange of the 50 Town class destroyers for bases in British western hemisphere colonies. The Rt. Hon. Winston Churchill was at the bottom of the affair and passages from his correspondence and speeches leaven the long chapters of chaffering, mostly taken up with the negotiations necessary to get Congressional approval for the transaction.

However, the first part of the book also deals with the strategic situation (why Britain was short of destroyers to start with and how her flotillas suffered heavy casualties early in the war) and the general history of operations at that time (the fall of France, the invasion of Scandinavia, the preparations for invading England). The last three of 16

chapters deal with the war-time careers of the ships, the bases, and an assessment of what the exchange meant to the two nations involved.

As a bibliographer, I must say that the "Appendix of References" is one of the worst things of the kind that I have ever seen. In it everything has been sacrificed to compactness, while using the same type as for the text of the book.

BOOKS for the SAILOR

No doubt it makes easier work for the printer and a cheaper book, but it is exceedingly difficult to use.

The fact that the RCN manned seven of the ships is mentioned and some of their exploits are chronicled in the chapter on "Active Service", but no Canadian sources of information were used apart from *The Mackenzie King Record*, by J. W. Pickersgill. This seems odd, because the ships were handed over at Halifax, where HMC Dockyard did much work to fit them out for their first Atlantic crossing. However, this is not a seaman's book.

Mr. Goodhart's conclusion is that the 50 ships were thrown into the Battle of the Atlantic when no other reinforcements were available, and did in fact enable Britain to hold out, thereby preventing Germany from winning the war. In that sense they "saved the world", but as much could probably be said of 50 other episodes of the war. The book is a useful, comprehensive account of the diplomatic and political transactions involving the "Town" class boats.—Ph. Ch.

FIFTY SHIPS THAT SAVED THE WORLD, by Philip Goodhart; William Heinemann, London and Toronto, 267 pp., \$8.

Sail Required To Bow to Steam

The age of sail, which has lingered on through steam into the era of nuclear submarines and surface ships, has been put into perspective.

On May 10 the United Nations inter-governmental maritime consultative organization ruled that henceforth steamships must be given the right of way in congested waters.

The reason given for the change in anti-collision rules is that sail in these days almost invariably means pleasure yachts rather than tall sailing ships.

The announcement pointed out that it is easier for a small yacht to alter course than it is for a 100,000-ton liner or tanker.

LETTER TO THE EDITOR

Sir:

Since its inception, the approach of *The Crownsnest* has been of an impersonal nature. By this I do not mean it has avoided the human touch; on the contrary. But it has followed a general rule of identifying authors by their initials only, and the editor not at all.

Though it had its disadvantages and was not entirely defensible, I believe this was a good policy. I do not believe, however, that *The Crownsnest* should be permitted to pass from existence without recognition being given where recognition is due.

A tribute is owing to the very many persons—members, former members and friends, of the Navy—who have contributed to and sustained *The Crownsnest* over the years. It is really quite remarkable, when you think of it, how well and how consistently these

voluntary contributors supported the magazine.

A special tribute is due to the man who virtually single-handed put out *The Crownsnest* these past 12 years. Lt.-Cdr. H. M. Colter (now retired) took over as editor in the spring of 1953. Since then, with no staff and little assistance, he has produced, month in and month out, a magazine that has been acclaimed as one of the best in the field.

For him, the job of editor extended well beyond the normal definition. Besides the usual editor's duties, he wrote and re-wrote copy, conducted a considerable correspondence, supervised the circulation and did whatever other chores were required. It was a constant battle, mainly against time. He didn't always win, but neither did he lose.

Being a one-man show, he had little relief from the pressure. Leave had to

be squeezed in between issues, in bits and pieces. The quiet of evenings and of weekends was the best time to do thoughtful writing, read proofs and make up pages.

The phrase, "over and above the call . . ." may have been over-used, but there is a case where it fits.

Sir, you have worn the cloak of anonymity for so long that you may object to its removal and wish to withhold this letter. I shall point out that you have no legitimate grounds for doing so, inasmuch as it does not offend any of the rules with regard either to policy, security or good taste.

The very best of luck to you in your future endeavours.

R. C. HAYDEN
Commander, RCN

Ottawa

RETIREMENTS

CPO ALEXANDER PAUL ALLEN; C1BN4; joined Apr. 24, 1939; served in Naden, Stadacona, Assiniboine, Venture, Hochelaga, Dauphin, Chicoutimi, RNO Lauzon, Fennel, Gattineau, Stadacona, Shediak, Humberstone, Givenchy, Crescent, Cornwallis, Crusader, Ontario, Malahat, Assiniboine, Cape Breton; awarded RCN Long Service and Good Conduct Medal; retired April 23, 1965.

PO JACK BARON, CD; P2WS2; joined March 19, 1946; served in York, Naden, Stadacona, Nootka, Sans Peur, Scotian, Iroquois, Portage, Magnificent, Coverdale, Wallaceburg, Haida, Resolute, Lanark, Lauzon, Cornwallis; retired April 1, 1965.

CPO BERNARD ALFRED BEST, CD; C1RM4; joined RCNVR Sept. 16, 1939; transferred to RCN Oct. 9, 1939; served in Toronto, naval division, Stadacona, Assiniboine, Naden, NSHQ, St. Hyacinthe, Bytown, Ville de Quebec, Alberni, Assiniboine, Nene, Niobe, Peregrine, Scotian, Nootka, Algonquin, Bonaventure, Albro Lake radio station, Cornwallis, Crescent, Iroquois, Prestonian; retired April 6, 1965.

MAURICE GELINAS, CD and 1st Clasp; C2HT4; served in RCNVR Dec. 30, 1940-Aug. 14, 1945; joined RCN April 30, 1946; served in Cartier, Stadacona, Acadia, Hochelaga II, Goderich, Avalon, Protector, Shelburne, Scotian, Bytown, Carleton, Donnacona, Iroquois, Magnificent, Bonaventure; retired April 30, 1965.

CPO RANDALL HIGGIN, CD; C2AM4; joined April 2, 1945; served in Tecumseh, Donnacona, Cornwallis, Niobe, Warrior, HMS Siskin, RNAS Gosport, Stadacona, RCNAS Dartmouth, Magnificent, Shearwater, Bonaventure; retired April 1, 1965.

CPO IVAN CLAIR LATIMER, CD; C2ET4; joined April 27, 1945; served in Queen, Donnacona, Cornwallis, Peregrine, Niobe, Warrior, Stadacona, Athabaskan, Naden, Crusader, Cayuga, Stettler, Beacon Hill, Cape Breton; retired April 26, 1965.

PO EDGAR OMAR LEGAULT, CD; P1WS4; joined Apr. 9, 1945; served in Star, Tecumseh, Nonsuch, Cornwallis, Naden, Stadacona, Quinte, Micmac, Scotian, Lloyd George, Iroquois, St. Stephen, Cayuga, Nootka, Magnificent, Haida, La Huiloise, New Liskeard, Quebec, Niagara, Buckingham, Granby, Sioux, Lauzon, Bonaventure, Quinte; retired April 8, 1965.

CPO LLOYD GEORGE MACARTHUR, CD; C1CM4; joined RCNVR April 6, 1940; transferred to RCN Apr. 1, 1941; served in Stadacona, Assiniboine, Restigouche, Levis, Mont Joli, Avalon, Cornwallis, Brockville, Lanark, Peregrine, Warrior, Middlesex, Scotian, Naden, Iroquois, Magnificent, Swansea, Gattineau; retired April 5, 1965.

CPO DENNIS HERBERT MANN, CD, and 1st Clasp; C1SN4; joined Nov. 18, 1940; served in Naden, Givenchy, Malaspina, Prince Robert, Stadacona, Charny, Vegreville, Avalon, Burrard, Daerwood, Gryme, Bellechasse, Hespeler, Nanaimo, Uganda, Rockcliffe, Swansea, Cayuga, Wallaceburg, Ontario, Fraser; retired April 23, 1965.

PO GORDON FREDERICK MARTINDALE, CD; P2VS3; joined Apr. 23, 1945; served in

Hunter, York, Naden, Stadacona, Orangeville, Micmac, Warrior, Magnificent, Portage, Cabot, Hochelaga, Cornwallis, Saguenay, Athabaskan, Cayuga, Hochelaga; retired April 29, 1965.

CLIFFORD ERWIN McNAUGHT; C1BN4; joined Apr. 4, 1938; served in Naden, Restigouche, Stadacona, Saguenay, Cornwallis, Peregrine, Niobe, HMS Searcher, RCNAS Dartmouth, Warrior, Magnificent, Shearwater, Bytown; awarded Long Service and Good Conduct Medal; retired April 25, 1965.

GORDON VINCENT PARLEE, CD, PIAT4; joined Apr. 27, 1945; served in Discovery, Donnacona, Naden, Stadacona, Niobe, HMS Gosling, RCNAS Dartmouth, Shearwater, Shearwater (19 CAG), Magnificent, 19th CAG, (31 SAG), (30 CAG), HMS Condor, Shearwater (VT 40), Naden, (VU 33); retired April 26, 1965.

ERNEST HENRY ROBERTS; C1BN4; joined RCNVR Nov. 18, 1940; transferred to RCN Jul. 4, 1945; served in Vancouver naval division; Naden, Givenchy, Prince Robert, Courtenay, Ingonish, Prince David, Stadacona, Cornwallis, Uganda, Quebec, Donnacona, Hochelaga, Bonaventure, Athabaskan; retired April 30, 1965.

CPO HARRY SHERMAN, CD; C1HT2; joined RCNVR July 22, 1943; transferred to RCN July 15, 1946; served in Tecumseh, Stadacona, Cornwallis, Peregrine, Shelburne, Givenchy, Rockcliffe, Naden, Ontario; retired April 10, 1965.

PO ALBERT EDWARD TILBURY, CD and 1st Clasp; P2EM2; joined RCNR April 8, 1940; transferred to RCN Aug. 20, 1945; served

in Stadacona, Orillia, Hochelaga, Nipigon, Venture (Shore Patrol), Arras, Medicine Hat, Niobe, Prince Robert, Peregrine, Naden, 65th MTB Flotilla, Crusader, Crescent, Iroquois, Portage, Albro Lake, Athabaskan, Portage, Quebec, Prestonian, Penetang, Saguenay; retired April 7, 1965.

CPO WILLIAM REGINALD TOPPING CD; C1BN4; joined RCNVR Sept. 12, 1940; transferred to RCN Feb. 21, 1944; served in Kingston naval division, Stadacona, Skeena, Cornwallis, Fort William, Niobe, RNB Chatham, Haida, Peregrine, Micmac, Warrior, HMS Excellent, Huron, Portage, York, Restigouche, Fundy, Hunter, York; retired April 9, 1965.

PO JOHN FORBES LINDSAY, CD and 1st Clasp; P1ER4; joined RCNVR Apr. 18, 1941; transferred to RCN Sept. 25, 1945; served in Stadacona, Hamilton, Venture, Shelburne, Chilliwick, Hochelaga II, Joliette, Cornwallis, Peregrine, Niobe, Crusader, Scotian, Crescent, Nootka, Lloyd George, Iroquois, Verraine, Wallaceburg, Quebec, Whitethroat, Portage, New Liskeard, Fort Erie, Haida, Lanark, Cape Scott, Algonquin, Cayuga; retired April 25, 1965.

CPO BERTRAM ROBERT WALLS, CD and 1st Clasp; C2ER4; joined RCNVR Sept. 21, 1939; transferred to RCN Nov. 21, 1945; served in Vancouver, naval division, Naden, Givenchy, Wolf, Ungava, Quatsino, Stadacona, Niobe, HMS Berwick, Hochelaga, Uganda, Ontario, Canso, Peregrine, Discovery, Rockcliffe, Athabaskan, Sault Ste. Marie, ML 124, Antigonish, Cornwallis, Cayuga, Sioux, Royal Roads, Saguenay, Beacon Hill; retired April 5, 1965.



His Worship Mayor R. B. Wilson, of Victoria, takes the salute as the Cadet Wing of the Canadian Services College Royal Roads marches past after church services at Christ Church and St. Andrew's Cathedral on April 11. (RR-4068)

OFFICERS RETIRE

LT.-CDR. ALFRED DOUGLAS CARSON, CD; commenced service in the RCNVR on July 13, 1942, as a warrant officer (Special Branch); served in HMCS *Montreal*, Cornwallis, NSHQ; transferred to RCN on May 9, 1946; served in *Niobe*, *Stadacona*, *Naden*, NDHQ, *Hochelaga*, *Discovery*; last appointment, *Naden* on staff of Principal Naval Overseer West Coast; commenced leave May 28, 1965; retires on Dec. 14, 1965.

COMMODORE JOHN DEANE, CD; transferred from RNVR to RCNVR July 5, 1943, as an electrical lieutenant-commander; served in *Niobe*, *Stadacona*, Naval Headquarters; transferred to RCN on Sept. 15, 1945; served in NDHQ, Ontario, *Stadacona*, PNO Sorel, *Naden*; last appointment, *Bytown* on staff of CNTS as D/CNTS; commenced leave May 10, 1965; retires on Dec. 4, 1965.

CHAPLAIN VI (P), REV. DR. ERNEST GORDON BLAIR FOOTE, OBE, CD; commenced service in the RCN on Jan. 22, 1941, as Chaplain (P); served in *Stadacona*, *St. Hyacinthe*, *Givenchy*, *Chatham*, *York*, *Niobe*, NSHQ; *Athabaskan*, *Bytown*, *Quebec*, *Koot-*

enay; last appointment, *Bytown* as Chaplain General (P); hospitalized; to proceed on retirement leave on release.

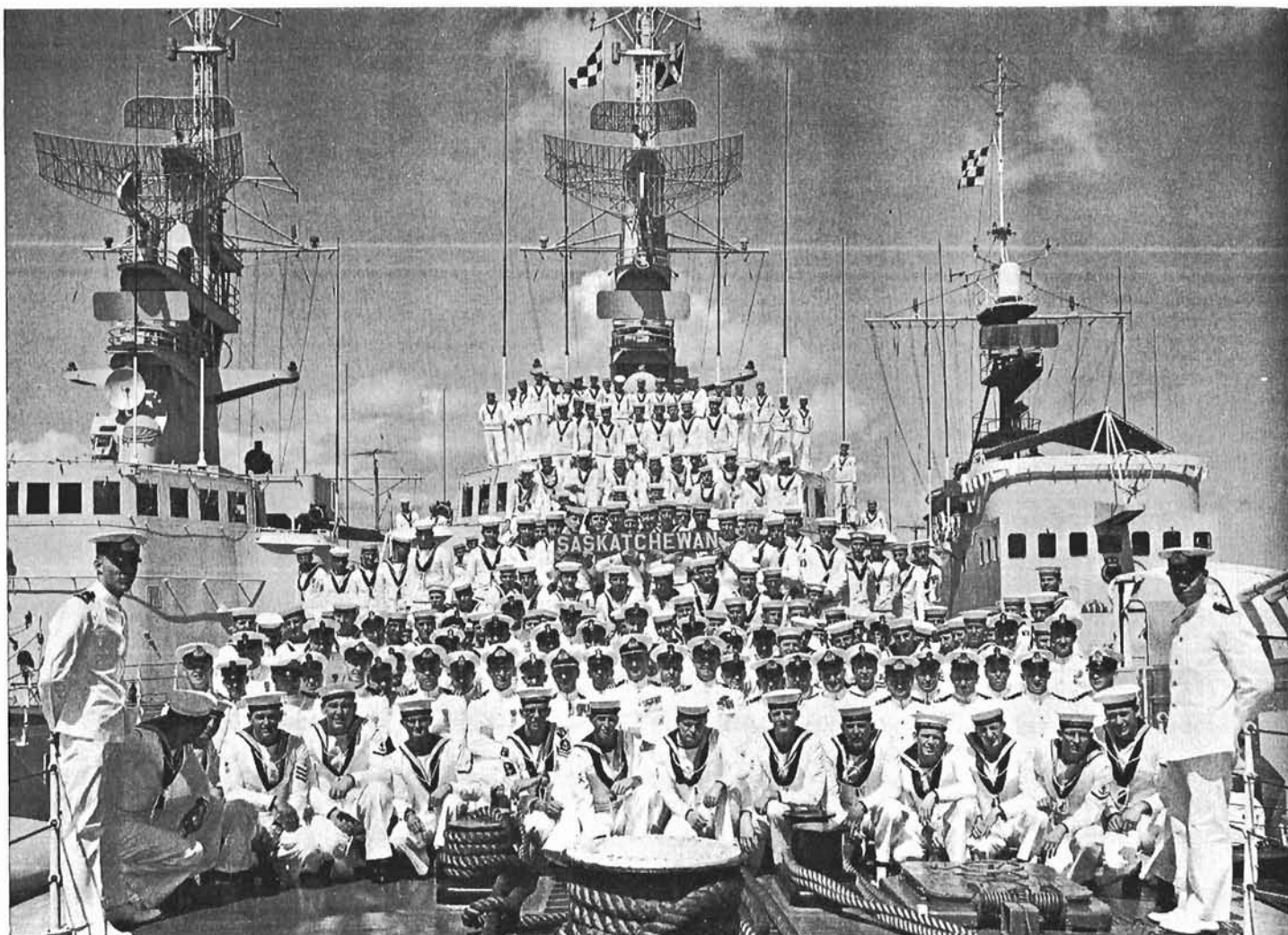
LT.-CDR CHARLES DELSWORTH GIBSON, CD; commenced service in the RCNVR on March 25, 1942, as a probationary sub-lieutenant; served in Halifax, naval division, *Stadacona*, *Kamloops*, *Hochelaga*, *Guelph*; transferred to RCN on Dec. 12, 1945, as lieutenant; served in *Grou*, *Stadacona*, HMS *Vengeance*, HMS *Rocket*, *Magnificent*, NDHQ, *Niagara*, *Jonquiere*; last appointment, *Bytown* on staff of DNI; commenced leave May 29, 1965; retires on Dec. 15, 1965.

CDR. RAYMOND ALBERT GREEN, CD; wartime service with Royal Navy; commenced service on May 31, 1947, in the RCN(R); transferred to RCN June 1, 1947, as lieutenant (O); served in *Discovery*, NAS Dartmouth, *Quebec*, *Stadacona*, *Magnificent*, NDHQ, *Niobe*, (Defence College Paris), *Niobe*, (Eastlant), *Niagara* (NATO Standing Group); last appointment, *Bytown* on staff of Director Naval Plans; commenced leave April 30, 1965; retires on Oct. 25, 1965.

LT.-CDR. LESLIE HEALEY, CD; commenced service in the RCN on Jan. 5, 1935, as an ordinary seaman; promoted to acting warrant officer on April 2, 1949; served in *Naden*, *Skeena*, *Stadacona*, HMS *Victory*, HMS *Vernon*, *Ottawa*, *Cornwallis*, *St. Clair*, *Nootka*, *Stadacona*, *Naden*, Ontario, *Cornwallis*, NDHQ, *Algonquin*; last appointment *Stadacona* on staff of Comsuptlant for Ship Repair; commenced leave May 7, 1965; retires on Jan. 1, 1966.

LT. GERALD ERNEST HEATLEY, CD; commenced service in the RCN(R) on Nov. 20, 1947, as acting sub-lieutenant; served in *Carleton*, *Stadacona*, Naval Headquarters; last appointment, *Carleton* as Area Recruiting Officer North Eastern Ontario; retired on April 6, 1965.

LT.-CDR. MARCUS ORMOND JONES, CD; commenced service in the RCNVR on Sept. 19, 1939, as an ordinary seaman; promoted to probationary sub-lieutenant on July 13, 1942; served in Montreal naval division, *Stadacona*, *Andre Dupre*, *Ulna*, *Moose*, *Mac-sin*, NOIC Newfoundland, *Marvita*, *Venture*,



FAMILY PORTRAIT—The ship's company of HMCS *Saskatchewan* posed at Pearl Harbour for this portrait during this spring's cruise to the Far East. At the left is the destroyer escort *Mackenzie* and at the right, the ocean escort *Beacon Hill*. (CCC2-1727)

Kamsack, Donnacona; demobilized Oct. 5, 1945; commenced service on March 4, 1946, in the RCN(R), as a lieutenant; transferred to RCN on March 8, 1946; served in *Donnacona, Stadacona, Naden, Queen, Coverdale, Ontario, Shearwater, Outremont, Shelburne*, Naval Headquarters; last appointment, *Bytown* on staff of DNI; commenced leave May 21, 1965; retires Nov. 14, 1965.

LT.-CDR. EUGENE WLADYSLAU MIODONSKI, CD; served in Polish Navy 1938-1947; Royal Pakistan Navy from 1950-1955; commenced service Aug. 12, 1955, in the RCN(R), as a lieutenant-commander; transferred to RCN on Aug. 12, 1955; served in *Montcalm, Cornwallis, Stadacona, Star*, Naval Headquarters; last appointment, *Bytown*, on staff of Asst. Director Fleet Maintenance; commenced leave, May 15, 1965; retires on Aug. 12, 1965.

LT.-CDR. DENNIS BOYCE PERRINS, CD; commenced service in the RCNVR on June 5, 1941, as a probationary sub-lieutenant; served in Victoria naval division, *Naden, Royal Roads, Chaleur II, Goderich, Cornerich, Cornwallis*, Naval Headquarters, *Stadacona, Avalon*; demobilized on Aug. 14, 1945;

commenced service in RCN Oct. 29, 1945; served in *Malahat, Discovery, Naden, Ontario*, Naval Headquarters, *Niagara, Crusader, Star (COND)*; last appointment, *Bytown* on staff of Asst. Director Ship Design and Construction (Contract Design); commenced leave May 20, 1965; retires on Oct. 23, 1965.

LT.-CDR. JOHN KENNETH TRANTON, CD; commenced service in the RCN on Sept. 25, 1937, as an acting warrant supply officer on June 1, 1942; served in *Stadacona, Skeena, Fundy, Venture*, NOIC Montreal, *Prince Henry, Naden, Givenchy, Niobe, Cornwallis, Protector, Burrard, Stadacona, HMS Merganser, Shearwater, Donnacona, Ontario, Sussexvale*, Naval Headquarters; last appointment, *Bytown* on staff of DMST as A/DMST Provisioning; commenced leave on May 15, 1965; retires on Jan. 1, 1966.

CHAPLAIN OF THE FLEET (RC) JOSEPH EDWARD WHELLY, CD; commenced service in the RCN on June 28, 1943, as a Chaplain (RC); served in *Captor, Avalon, Cornwallis, Brunswick, Warrior, Naden, Stadacona*, Naval Headquarters, *Quebec, Niobe II*; last appointment, *Bytown* on staff of Chaplain

General (RC) as Deputy Chaplain General (RC) RCN and as Chaplain of the Fleet (RC); commenced leave May 17, 1965; retires on Nov. 11, 1965.

LT.-CDR. DONALD MACKENZIE WATERS, CD; commenced service in the RCN on Aug. 25, 1939, as a cadet; served in *Stadacona, HMS Britannia, HMS Liverpool, HMS York, HMS Kimberley, HMS Valiant, Malpeque, Restigouche, Saskatchewan, Crescent, Naden*, Naval Headquarters, *Cornwallis, Ontario, Niobe, Fortune, Hochelaga*; last appointment, *Hochelaga* as executive officer; commenced leave May 3, 1965; retires on Dec. 5, 1965.

LT.-CDR. WILLIAM LESLIE WATSON, CD; commenced service in the RCNVR on July 13, 1943, as a warrant officer (SB); served in *Stadacona, Cornwallis, St. Hyacinthe, HMS Malabar, Somers Isles, Scotian*; transferred to RCN as Lt (L) on Jan. 16, 1946; served in *Stadacona, Scotian*, Naval Headquarters, *Ontario*; last appointment, *Bytown* on staff of A/DNT (Future Requirements and Equipment); commenced leave May 30, 1965; retires on Dec. 9, 1965.

A Good Commission

IT HAS BEEN a good commission.

The life-span of *The Crowsnest* has coincided with a period in which much has happened in and to the Royal Canadian Navy and the RCN Reserve.

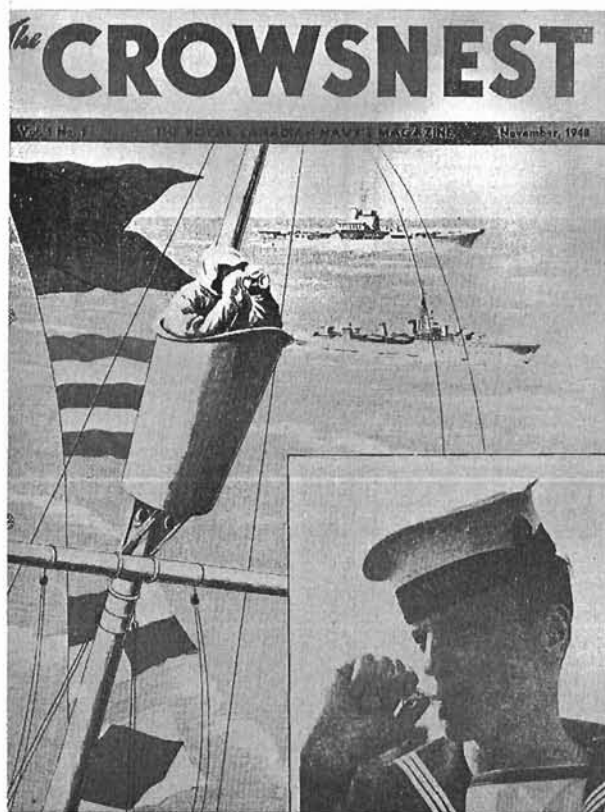
There have been good times, and there has been the occasional bad one. Seldom have times been dull.

More than anything else, perhaps, it has been a period of change. A look through past volumes of this magazine reveals just how many changes have taken place in this navy of ours since *The Crowsnest* was born, in 1948. Indeed, a person who left the service in that year and did not maintain contact would be hard put to recognize it as the same navy if he were to return today.

One small illustration: There are those who think the navy still uses depth charges. Yet just recently someone tried to find a depth charge thrower and in all of Canada could locate only one, in the National War Museum.

The Crowsnest has been privileged to serve as a chronicle of the Navy during an eventful, often exciting, 16-and-a-half years. Now *The Crowsnest*, which in those years recorded so many changes, itself bows to change.

For those who have supported, contributed to and produced *The Crowsnest* there is satisfaction in the knowledge that its function is to be



continued in an all-forces magazine. There is satisfaction, too, in the knowledge that through their efforts much of the RCN's history, 1948-1965, was written and recorded, and will be preserved.

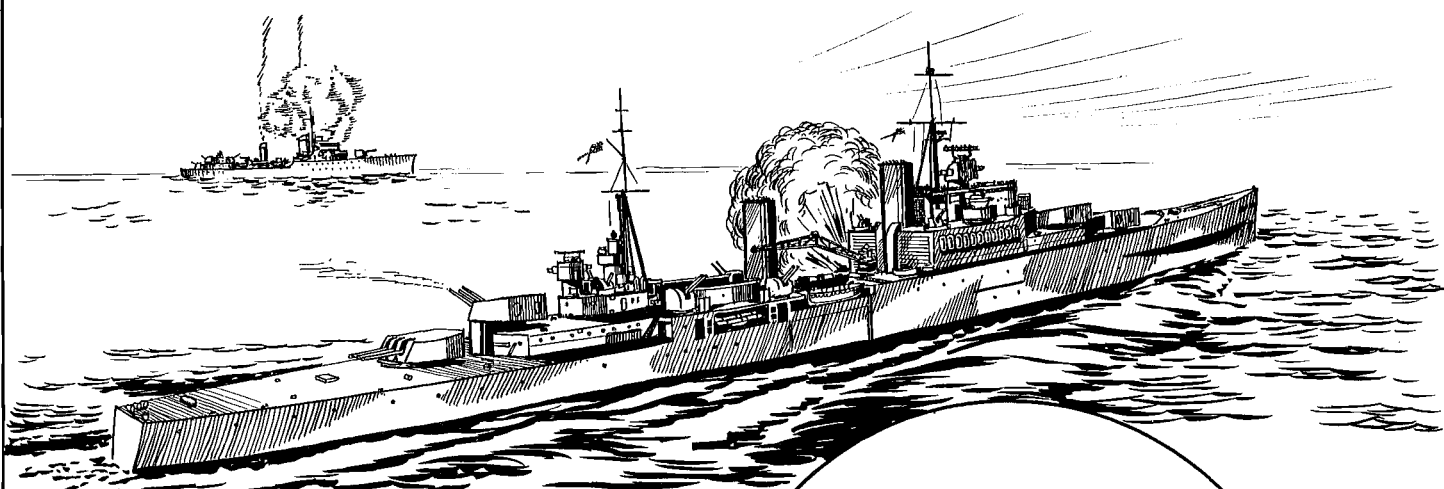
Yes, it has been a good commission.

Naval Lore Corner

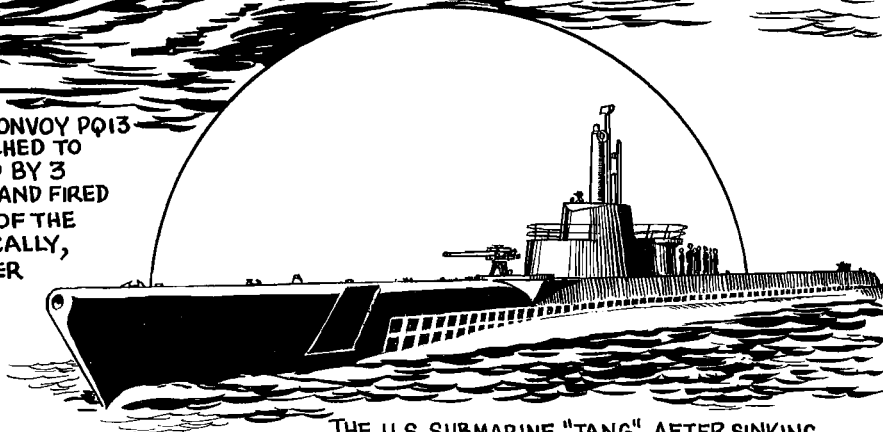
Number 138

'SHIPS THAT TORPEDOED THEMSELVES'

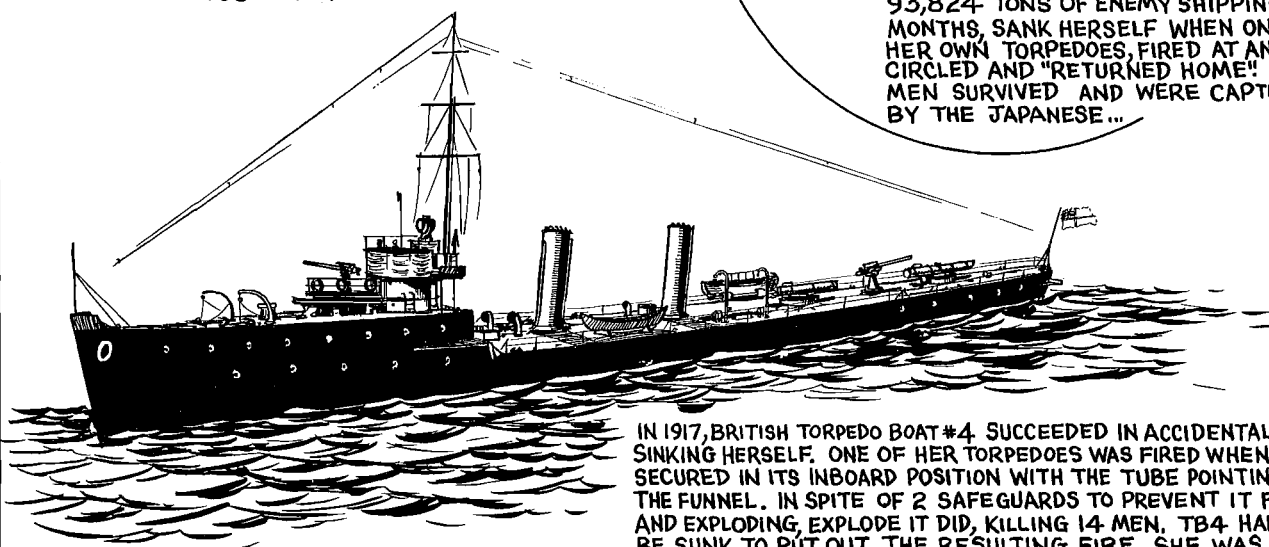
IN WARTIME MANY BIZARRE INCIDENTS OCCUR RESULTING SOMETIMES IN THE UNEXPECTED, THE MALFUNCTIONING OF EQUIPMENT CAUSING TRAGIC ACCIDENTS...



IN MARCH 1942, H.M.S. TRINIDAD, IN SUPPORT OF CONVOY PQ13 (WHICH HAD BEEN SCATTERED BY A STORM) DETACHED TO RESCUE 4 MERCHANT SHIPS BEING ATTACKED BY 3 GERMAN DESTROYERS. SHE CRIPPLED Z-26 AND FIRED A TORPEDO TO FINISH HER OFF. BECAUSE OF THE INTENSE COLD THE TORPEDO RAN ERRATICALLY, REVERSED ITS COURSE, AND HIT THE CRUISER ON THE PORT SIDE, CAUSING SEVERE DAMAGE (Z-26 EVENTUALLY SANK). TRINIDAD MANAGED TO LIMP INTO KOLA AT 8 KNOTS THE NEXT DAY. AFTER TEMPORARY REPAIRS SHE SAILED FOR THE U.S.A. BUT WAS ATTACKED AND SUNK BY JU-88s ON 14 MAY...



THE U.S. SUBMARINE "TANG", AFTER SINKING 93,824 TONS OF ENEMY SHIPPING IN 9 MONTHS, SANK HERSELF WHEN ONE OF HER OWN TORPEDOES, FIRED AT AN ENEMY, CIRCLED AND "RETURNED HOME". NINE MEN SURVIVED AND WERE CAPTURED BY THE JAPANESE...



IN 1917, BRITISH TORPEDO BOAT #4 SUCCEEDED IN ACCIDENTALLY SINKING HERSELF. ONE OF HER TORPEDOES WAS FIRED WHEN SECURED IN ITS INBOARD POSITION WITH THE TUBE POINTING AT THE FUNNEL. IN SPITE OF 2 SAFEGUARDS TO PREVENT IT FIRING, AND EXPLODING, EXPLODE IT DID, KILLING 14 MEN. TB4 HAD TO BE SUNK TO PUT OUT THE RESULTING FIRE. SHE WAS SUBSEQUENTLY SALVED.

CANADA
POSTAGE PAID
PORT PAYÉ

JS

***If undelivered,
return COVER WITH CONTENTS to:***

The Queen's Printer, Ottawa, Canada

***En cas de non-livraison,
retourner cette PUBLICATION INTACTE à:***

L'Imprimeur de la Reine, Ottawa, Canada

