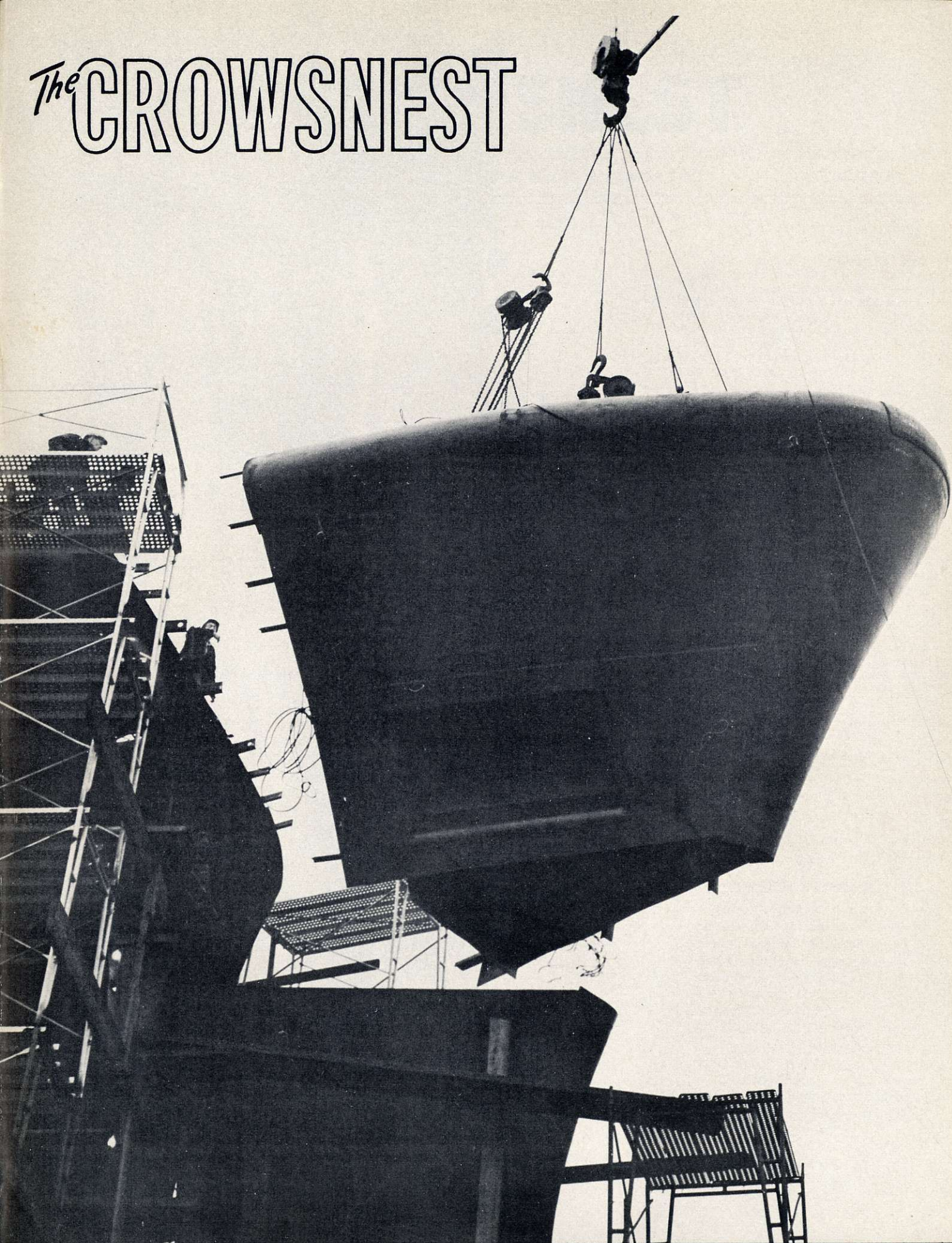


The CROWSNEST





The CROWSNEST

Vol. 13 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY 1961

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The Cover—Easy does it, and the prefabricated bow section of the destroyer escort *Saskatchewan* is swung into place at the Victoria Machinery Depot Limited, Victoria. The picture was taken by a former naval photographer, Jim Ryan. (Photo courtesy Ryan Bros. Photo Centre, Victoria)

LADY OF THE MONTH

Veteran of hard fighting in both the Second World War and the Korean conflict, HMCS *Iroquois* still rates as a fine-looking and efficient warship. A member of the First Canadian Escort Squadron, she is currently undergoing refit at Sorel, Quebec, and will rejoin the squadron about the time of the spring breakup in the St. Lawrence River.

The *Iroquois* is the second naval vessel to bear the name. The first (about which more appears on another page of this issue) is said to have been designed as an anti-submarine Q-ship, built the same at both ends, so the enemy would not know what she was up to. No such doubts have ever been held by the present *Iroquois'* enemies. (HS-58305)

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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RCN NEWS REVIEW

The new destroyer escort *Saskatchewan*, first launched of the new Mackenzie class, slides down the ways at the Victoria Machinery Depot, Victoria, on February 1. She was christened by Mrs. H. S. Rayner, wife of Vice-Admiral Rayner, Chief of the Naval Staff. (E-59685)

***Saskatchewan* Christened**

One of seven ships now under construction for the Royal Canadian Navy, the destroyer escort *Saskatchewan* was launched at the Victoria Machinery Depot Co. Ltd., Victoria. Wednesday afternoon, February 1, at a colourful ceremony in which the sponsor was Mrs. Rayner, wife of Vice-Admiral H. S. Rayner, Chief of the Naval Staff, Ottawa.

The launching ceremony had originally been set for the afternoon of January 31, but high winds and heavy seas forced a 24-hour postponement.

The *Saskatchewan* is one of six Mackenzie Class destroyer-escorts being built in Canadian shipyards. It is expected the ship will be commissioned late in 1962.

The seventh vessel being built for naval service is a tanker supply ship.

The *Saskatchewan* is the second warship to bear the name. The first was the former HMS *Fortune*, fleet class destroyer, transferred to the RCN in May 1943 and paid off on January 28, 1946.

***Fort Erie* Wins Gunnery Award**

The L. W. Murray Trophy has been awarded to the *Fort Erie* as the most proficient ship in gunnery practices in the Royal Canadian Navy during 1960. The *Fort Erie* commanded by Cdr. L. B. Jenson, is a frigate attached to the Seventh Canadian Escort Squadron based at Halifax.

The trophy was presented in 1934 by Rear-Admiral L. W. Murray, CB, CBE,

RCN(Ret), when he was Captain (Destroyers) Eastern Division of the RCN. The winner each year is determined by Naval Headquarters. The 1959 winner was the *Margaree*, destroyer escort attached to the Second Canadian Escort Squadron based at Esquimalt.

Runners-up in the 1960 competition were the frigate *Beacon Hill*, and the destroyer escorts *Skeena*, *Fraser*, *Assiniboine*, *Ottawa*, *Iroquois* and *Saguenay*. All but the *Iroquois* are based at Esquimalt.

The five west coast destroyer escorts are units of the Second Canadian Escort Squadron.

***Dockyard Charity* Sets New Record**

HMC Dockyard's major charitable campaign in 1960 realized a record total of \$10,400 from a potential donor list of 4,000 civilian employees and several score naval personnel in the Dockyard, Naval Armament Depot, Bedford Magazine and Seaward Defence Base.

WHAT HAPPENED ?

The ship whose picture formed the centrepiece of the January cover was wrongly identified as the *Terra Nova*. How this happened may only be discovered on a psychoanalyst's couch, because a check of ships' badges and pennant numbers had thoroughly established that the sturdy warship was none other than the *St. Croix*.—Ed.

This was an increase of almost \$3,000 over that collected in 1959 and about \$1,000 more than has ever been realized in the campaign.

Co-ordinator was D. P. Brownlow, with active campaigning taking place during the latter half of 1960.

Of the \$10,400 raised, \$5,600 was turned over to F. E. Chipman, chairman of the Halifax-Dartmouth United Appeal Campaign, for Red Feather organizations. The second largest disbursement, \$1,799, was to the Salvation Army and the next largest, \$1,469, to the Canadian Cancer Society. The balance will be distributed to various other local agencies.

'Copter Makes Fast Journey

Lt. E. R. Hunter, flying a Sikorsky helicopter from HU-21, is believed to have established a helicopter air-time record from Montreal to Halifax.

Making one fuel stop at Saint John, N.B., and with co-pilot Lt. Allan Holmes and crewman PO Clayton McCollm embarked, Lt. Hunter brought the aircraft into *Shearwater* in four hours and 58 minutes flying time.

Sioux Rescues Fishing Vessel

Her engine broken down, the fishing vessel *Marjorie and Dorothy* was towed to the approaches of Halifax harbour on January 28 by the destroyer escort *Sioux*. A tug completed the last five miles of the tow into port.

The trawler's engine failed when she was 26 miles off the northeast tip of

Sable Island, in zero weather, heavy icing conditions and winds of more than 30 knots.

The *Sioux* came to the assistance of the trawler early on January 27, but ice, turbulent seas and darkness made it at first impossible to secure a line. With daylight, a tow was passed and the *Sioux* headed for Halifax. The tow was met off Chebucto Head by a Foundation Maritime tug.

Press reports said this was the third time the 26-year old *Marjorie* and *Dorothy* had been towed into port within a year.

Ship Readiness Categories Listed

The Royal Canadian Navy has adopted the NATO method of describing the availability of HMC Ships for operational service at sea in peace or war.

Under this method, category "A" means that a warship is available for operations at less than 48 hours' notice.

Category "B" refers to ships, refitting or docked, which require more than 48 hours', but less than 30 days', notice.

Category "C" applies to ships undergoing extensive alterations, in reserve or awaiting disposal, for which more

than 30 days' notice would be required to bring them to operational status.

The categories are listed in General Orders, Part I, 2.06/12.

Shearwater Helps Fill Blood Bank

The wholehearted response of *Shearwater* personnel to an appeal for donations of the Red Cross Blood Bank is the subject of a letter addressed to Captain T. C. Pullen, commanding officer, by Robert A. Whyte, director of donor panels, Halifax.

Mr. Whyte's letter reads:

"I would like on behalf of the Red Cross Blood Donor Committee to extend thanks to the personnel of HMCS *Shearwater* for your recent contribution to the Red Cross Blood Bank.

"A total of 543 attended the three-day clinic. Of this number approximately 100 donors were civilian personnel and 443 were naval personnel. Blood has been in very short supply of late and your contribution helped to ensure that blood was available when required.

"The new location of the clinic at the CPOs' Mess proved a very satisfactory place.

"Please express our thanks to all who helped with the clinic and particularly to those who contributed of their blood."



This is the badge of the joint RCN-RCAF Maritime Command Atlantic, with anchor and eagle to symbolize the two services. The badge of the Maritime Command Pacific is identical except for the inscription. (HS-63530)



Official badges for the joint RCN-RCAF Maritime Command Atlantic, established in 1957, and Maritime Command Pacific, created in 1959, were presented to the officers at the head of each command by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Air Marshal Hugh Campbell, Chief of Air Staff, in Ottawa last November. The Maritime Commanders exercise unified operational control over RCN and RCAF anti-submarine forces on either coast. Left to right are Vice-Admiral Rayner, Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast and Maritime Commander Pacific; Air Marshal Campbell, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast and Maritime Commander Atlantic. (O-13240)

DEATH ENDS CAREER OF DEVOTED SERVICE

AN OFFICER who won the respect and affection of all who knew him, not only in the naval service, but in the engineering profession and other walks of life, Rear-Admiral Brian R. Spencer, 54, Chief of Naval Technical Services, died on Sunday, January 22, in the Canadian Forces Hospital, Rockcliffe. He had suffered a heart attack a week earlier.

Naval honours were accorded the deceased officer at funeral services held from St. Matthew's Anglican Church, Ottawa, on January 25, with burial in the veterans' section of Beechwood cemetery. Services were conducted by Rev. Canon R. E. Osborne, rector of St. Matthew's, and Rev. Dr. E. G. B. Foote, Chaplain of the Fleet (P).

Rt. Rev. E. S. Reed, Bishop of Ottawa, attended by Rev. Harry Ploughman, Deputy Chaplain of the Fleet, as bishop's chaplain, was present.

The honorary pallbearers were Vice-Admiral H. T. W. Grant, RCN (Ret), Rear-Admiral E. P. Tisdall, Rear-Admiral R. A. Wright, Rear-Admiral P. D. Budge, Engineer Rear-Admiral G. L. Stephens, RCN (Ret), Surgeon Rear-Admiral T. B. McLean, Commodore John MacGillivray and Commodore (now Rear-Admiral) J. B. Caldwell.

The committal service at Beechwood cemetery was attended by an escort of 300 officers and men from Naval Headquarters and HMCS Gloucester, and a 24-man firing party.

In a message paying tribute to his late Chief of Naval Technical Services, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, said:

"Rear-Admiral B. R. Spencer, CD, RCN, died Sunday, January 22, while holding the appointment of Chief of Naval Technical Services, after nearly 37 years of devoted service to the RCN.

"His whole-hearted endeavour and example earned him the sincere esteem and respect of numerous shipmates and associates at all levels, within and without the service. This is apparent by the offices he held, in a wide variety of professional and other associations, and also by the succession of naval appointments he ably discharged.

"Rear-Admiral Spencer's contribution to the technical achievement and development of the Navy, together with his unfailing sympathetic concern for its personnel, will remain a continuing

record and reminder of his long, faithful, and unselfish service in the Royal Canadian Navy.

"He ran with great patience and cheerfulness the race that was set before him until the moment he finished his course. We who knew him are the better for it. In the words of a shipmate who knew him well from his first days in the Navy until the end: 'He was a tremendous man'."

Rear-Admiral Spencer was born in Alberni, B.C., January 8, 1907. He entered the Royal Naval College of Canada and, when the college closed in June 1922, he enrolled at the University of British Columbia.

In 1924 he entered the RCN as a cadet and attended the Royal Naval Engineering College, in Keyham, England. Later he served in HMS *Emperor of India*, last of the coal-burning battleships, and in HMS *Valiant*, a battleship of the British Home Fleet.

In December 1931 Rear-Admiral Spencer returned to Canada and joined the destroyer *Saguenay*. In 1934 he served at Naval Headquarters, Ottawa, and in 1935 was appointed engineer officer of the destroyer *Champlain*. In December 1936 he was again appointed engineer officer of the *Saguenay*, remaining in her for almost three years. He was then appointed to the destroyer *Skeena*, where he served until May 1940.

He next served as Director of Engineering Personnel at headquarters, then as officer in charge of the Mechanical Training Establishment at *Naden*. During this appointment he was promoted to the rank of Commander (E). In October 1942 he was appointed officer in charge of the MTE at *Stadacona*.

Rear-Admiral Spencer went overseas in December 1943 to oversee the installation of machinery and boilers in the *Ontario*, then building in Belfast, Ireland, for the RCN. He became engineering officer of the *Ontario* on her commissioning on April 26, 1945.

In May 1946 he was appointed to headquarters on the staff of the Assistant Chief of Naval Administration and Supply (Ships and Dockyards). Two months later he became Assistant Engineer-in-Chief.

He was promoted to Captain (E) on January 1, 1947, and was appointed Superintendent HMC Dockyard, Esquimalt, and Command Engineer Officer of



The late
Rear-Admiral B. R. Spencer

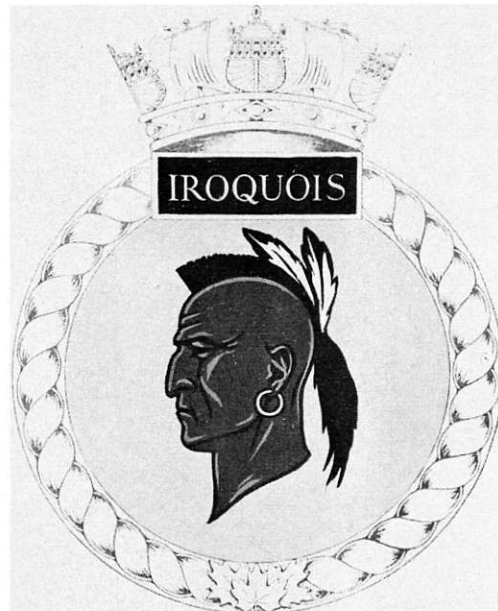
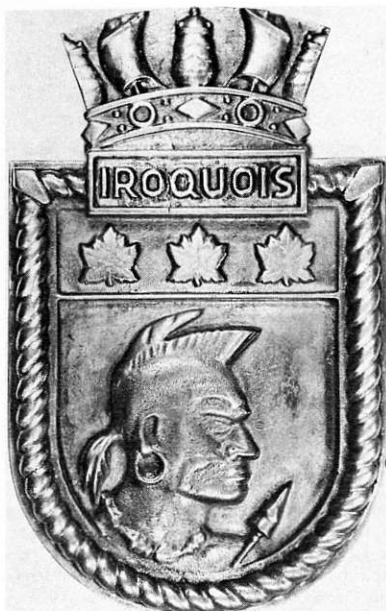
the Pacific Command on October 15, 1948. He subsequently became Command Technical Officer.

Later his appointments were changed to Commodore Superintendent Pacific Coast, and Superintendent, HMC Dockyard, Esquimalt.

Rear-Admiral Spencer became Engineer-in-Chief at headquarters in August 1956. In August 1958 he was promoted to Rear-Admiral and appointed Chief of Naval Technical Services and a member of the Naval Board.

Rear-Admiral Spencer took an active interest in professional and church organizations. He was vice-president (Canada) of the Institute of Marine Engineers; a member of the Society of Naval Architects and Marine Engineers, of the American Society of Naval Engineers, and of the Engineering Institute of Canada. He was a director of Canadian Arsenals Limited and an honorary director of the Canadian Industrial Preparedness Association. He was also president of the Canadian Officers' Christian Union and director of the Children's Special Service Mission and Scripture Union of North America. Keenly interested in sports, he was a member of the Royal Ottawa Golf Club and the Ottawa Ski Club.

He leaves his wife, the former Iris Laurie, daughter of Lt.-Col. and Mrs. K. C. Laurie, of Oakfield, N.S., and two daughters, Lorraine and Joan, both attending university.



Three Iroquois badges. The one in the centre, long prized by Sea Cadets in Londonderry, Northern Ireland, who thought it was a gift from a Canadian ship, was identified by Lt. W. E. F. Bell, of Ottawa, as the badge of a survey ship, HMS Iroquois, in which he had served. At the left is the badge worn by HMCS Iroquois near the close of the Second World War; at the right, the official ship's badge of today. (L to R: HS-1573-2; CN-3120; O-893-29)

A BADGE COMES HOME

IN THE AFTER CANOPY of the Tribal class destroyer escort HMCS *Iroquois* there hangs today a large, brass ship's badge, showing an Indian in feathered headdress and bearing the word "Iroquois". It is a bit of heraldry that dates back to a time long before the present *Iroquois* came into being and one that, for a time, was a deep mystery.

In October 1956 the *Iroquois* called at Londonderry, Northern Ireland, and her commanding officer, Cdr. D. L. Hanington, was invited to visit the Londonderry Sea Cadet Corps, which wished to present a hand-carved corps badge to the ship as a memento of the visit. More especially they wished to show him a prized possession—a large, brass *Iroquois* badge.

The badge was well executed, but it was unlike any known to have been displayed in the *Iroquois*, nor was the Canadian warship ever known to have presented a copy of her badge to the Sea Cadet Corps. The commanding officer of the corps, however, felt that it must have been a gift of Canadian origin, for he had first seen it when the corps moved into a building formerly used by the RCN as a canteen.

The strange story of the badge was told in the December 1956 issue of *The Crow'snest* and its appearance was described. One person to whom it was no

mystery was Lt. W. E. F. Bell, on the staff of the Director of Naval Intelligence at Naval Headquarters in Ottawa.

"I am positive," Lt. Bell wrote Cdr. Hanington, "that this is the badge which we carried on the quarterdeck super-



Success has crowned the all-out efforts of Lt. W. E. F. Bell to have the badge of HMS *Iroquois*, in which he served nearly 40 years ago, transferred to her namesake, HMCS *Iroquois*. (O-11037)

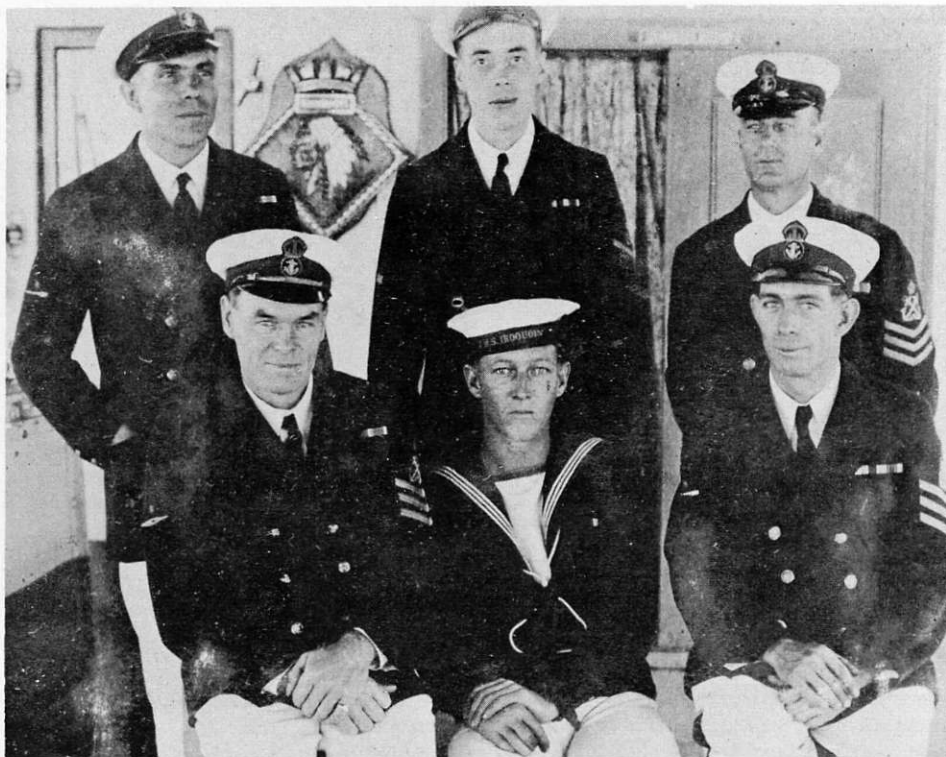
structure of the old HMS *Iroquois*. Believe it or not, HMCS *Iroquois* is not, to misquote an old title, the First of the Mohicans."

More than a generation earlier, "Daisy" Bell had served as a young sailor in HMS *Iroquois* on the China Station. His vivid memories of service in the ship spurred in him a determination to see that the badge came home to her Canadian namesake.

The task was to involve Lt. Bell in a tangle of correspondence and personal expense, but his efforts met with a success that was reflected in a ceremony in Portsmouth, England, on Sunday, October 9, 1960, in which the badge was ceremoniously handed over to Cdr. H. W. A. Moxley, commanding officer of HMCS *Iroquois*.

Lt. Bell had originally offered to buy the badge and present it to the *Iroquois*, provided that it would be given to the Maritime Museum of Canada in Halifax, once the name *Iroquois* was removed from the roster of commissioned ships in the RCN.

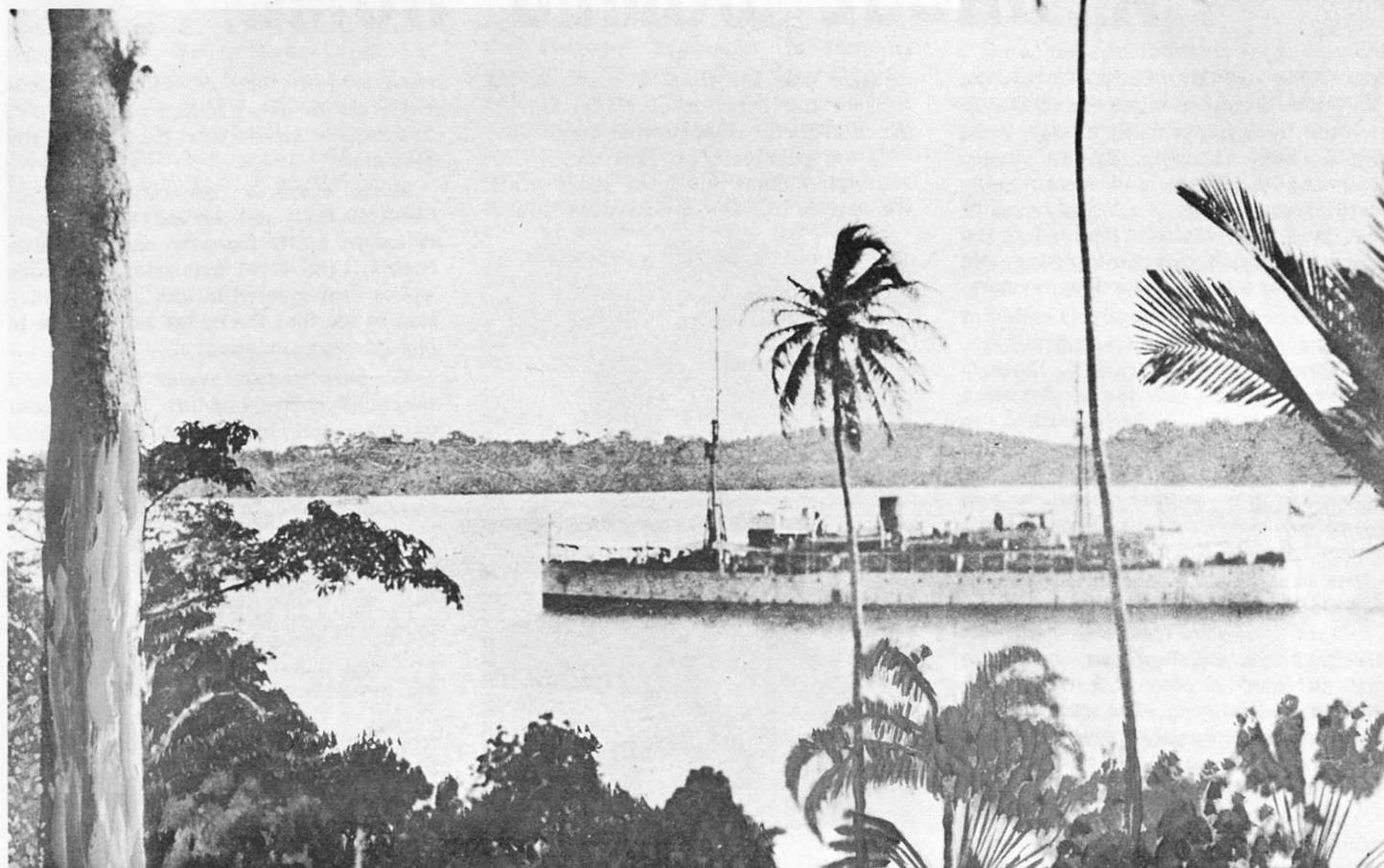
But the Sea Cadets would have nothing to do with the sale of their prized badge. Instead, they proposed to make a gift of it to the *Iroquois*, under the condition that Lt. Bell had proposed—that it go to the Maritime Museum once the *Iroquois* was paid off for good.



The "mystery" badge can be seen in this photograph taken on board HMS Iroquois back in the early 1920s. (CN-3118)



Cdr. H. W. A. Moxley, commanding officer of HMCS Iroquois, and Lt.-Cdr. W. D. Munro, executive officer, display the prized badge of HMS Iroquois and silver plaque presented to the Canadian warship last fall by Londonderry Sea Cadets. (HS-63109)



This picture of HMS Iroquois, first warship to bear the name, was taken from the grounds of the hospital at Johore Bahru, near Singapore, and shows the survey vessel moving from her anchorage toward the mouth of the Johore River. The original photograph is in the album of Lt. W. E. F. Bell, Naval Headquarters. A French warship of similar name, Iroquoise, served on the Great Lakes 200 years ago.

The presentation raised a problem, since the *Iroquois* was not scheduled to visit Londonderry. Cdr. Moxley asked the Derry Sea Cadets if they would be willing to have the presentation made by their opposite numbers in Portsmouth, where the ship was to call after NATO exercises in the North Atlantic.

Although they were disappointed in not being able to make a personal presentation, the Londonderry Sea Cadets rallied to the occasion and, at considerable expense, shipped the 45-pound badge, freshly painted and with a silver presentation plaque, to the Portsmouth Sea Cadet unit.

The Portsmouth Sea Cadets accepted the duty proudly and paraded 75 strong on the jetty beside the *Iroquois*, where their commanding officer, Lt.-Cdr. J. L. Jordan, RNR, handed the badge over to Cdr. Moxley.

The silver plaque presented with the badge bears the inscription:

*Quarterdeck Crest of HMS
Iroquois*

First Commission—China Station

*Commissioned Devonport, 30
November, 1922*

*Paid off at Hong Kong, 12 June,
1925*

*Presented to HMCS Iroquois by
the Londonderry Sea Cadet Unit
(No. 222) as a token of the friend-
ship, esteem and co-operation
which exists between the Royal
Navy and the Royal Canadian
Navy.*

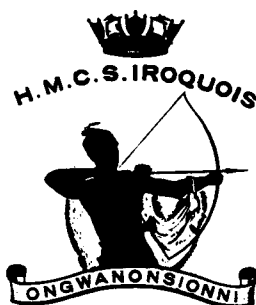
After the ceremony, the cadets were taken in small groups by their *Iroquois* hosts for a thorough tour of the ship. Then, to the music of the unit band, the cadets marched past Cdr. Moxley and returned to their headquarters in the Royal Navy Barracks.

"A fine body of boys," said Cdr. Moxley.

The *Iroquois* welfare committee has since approved a donation of \$50 for the sports fund of the Londonderry cadets.

Lt. Bell recalls that the ship which started this sequence of events was converted from one of the double-ender 1917-18 "Q" ships, designed for anti-submarine duty. He questions whether she had a name when she first put to sea, probably being simply "Q number so-and-so."

"However, she was pulled out of the reserve in Saltash Creek, Devonport, and refitted as a survey ship for the Royal Navy. She was named *HMS Iroquois* and served on the China Station, relieving the old *HMS Merlin*, which was just about ready to come apart at the seams."



Vaenga Bay
Kola Inlet
North Russia
29 : 12 : 43

L A T E C H R I S T M A S D I N N E R

M E N U

Hors d'Oeuvres

Dindon Roti Duc de York

Sauce Sang de Boches

Creme de Carottes Nordcap Deuxieme

Pommes de Terre Moulues Scharnhorst

Parsley Polyarnoe

Poudingue Noel aux Prunes en Retard

Sauce au Rhum Ruse de Guerre

Cafe a la Maison Maxwell Magnifique

Strike Port

Liqueurs ad Nauseam

"Honi Soit Qui Mal y Pense!"

During the years when she was fighting battles from Murmansk to the Bay of Biscay, HMCS *Iroquois* wore a badge that showed an Iroquois drawing a bow to the full. This was the badge used at the commissioning and which appeared on ship's stationery. According to Captain E. T. G. Madgwick, the design was taken from a book on the Iroquois Indians, found in an English library. It appears on this menu of a belated but memorable Christmas dinner. (CN-3117)

He made some notes on the ship's first commission on the back page of his photograph album, which show that she was commissioned at Devonport on November 30, 1922, sailed from there on December 8 and arrived at Hong Kong on May 2, 1923. She spent her commission in survey duties off the Malay States and in South China seas, including the original survey for the Singapore naval base and dockyard. She was paid off at Hong Kong on June 12, 1925.

Lt. Bell remembers how the badge came into being.

"As I recall it, an Able Seaman Foggin was asked by the CO to design one. This man Foggin was an exceptionally good

artist and, as I remember it, his first sketches were of an Indian with the single Iroquois feather headdress, standing at the head of his pony. This was apparently not acceptable or satisfactory—I do not know which. However, his next design was of the head in war bonnet alone. This was apparently accepted and was ultimately supplied to the ship as the official badge.

"The large badge was fastened to the quarterdeck superstructure while all our boats (11, I think) had small copies on the bows."

Lt. Bell understands that the *Iroquois* did a second commission on the China Station and then returned to home

waters, where she served as a survey ship around the British Isles.

"That may explain why the badge finished up in Derry," he said.

Lt. Bell has described the thrill he received when he learned that the badge of his old ship had come to light.

"Believe me," he wrote to Cdr. Hanington, "the description of the badge in

The Crownsnest literally leaped out of the page at me. It was a beautiful badge and we were proud of it in its uniqueness in the RN and proud of our ship. She was a hard-working ship, with a hard-working crew; surveying at sea and in the jungle was tough, even if it was only 35 years ago.

"You may be sure that we of the first *Iroquois* never imagined what the second

Iroquois would be like. Nevertheless, you may be proud of the fact that the first of the name worked hard in a job which contributed much to the safety of all the ships which followed her in those far off waters—even if Admiral Levison did send us a signal on entering harbour on one occasion, to the effect that we looked like a Chinese laundry under weigh."

Jubilee Year in the Atlantic Command

THROUGHOUT the Golden Anniversary Year of the Royal Canadian Navy, the Atlantic Command continued its intensive operational and training program.

The year was observed with traditional pomp and ceremony, but operational patrols, training cruises and public service commitments kept the ships busy and facilities ashore functioning at peak capacity.

The command's 37 sea-going warships and three patrol vessels logged the equivalent of 32 trips around the world, taking a total of 12 years of steady steaming to do so. Six squadrons of naval aircraft were aloft for a total of four years and naval divers were underwater at least 19 months.

Among the many training exercises held during the year, seven were under the control of the North Atlantic Treaty Organization. Patrol schedules continued day and night throughout 1960, Christmas Day not excluded.

Ports visited included many Atlantic Provinces harbours, many in the Seaway and Great Lakes, others in the U.S.A., Bermuda, the West Indies, Greenland, Africa and Europe.

The destroyer escort *Terra Nova*, with nearly 50,000 miles of steaming, led the entire fleet in this respect. HMCS *Iroquois* led all in the fleet regatta and won the coveted "Cock o' the Fleet".

HMCS *Athabaskan* posed in May as her sister ship the *Cayuga* for sequences in the film *The Great Impostor*. Four ships logged many thousands of miles of fresh water steaming inland, visiting a number of ports in the St. Lawrence River and Great Lakes and providing afloat training for members of the RCN (Reserve).

In the Royal Navy's Sixth Submarine squadron at Halifax, HMS *Auriga* steamed 16,126 miles in 183 days at sea. HMS *Aurochs*, which arrived on station in mid-July, travelled 12,140 miles in 99 days at sea.

Throughout the year carrier-borne aircraft flew for 4,350 hours (3,453 in

1959) and there were 1,729 arrested landings on the flight deck of HMCS *Bonaventure*.

The command's record of public services was notable. Officers and men of the Operational Diving Unit, HMCS *Granby*, spent several hundred hours diving on 30 non-naval missions. These jobs included the recovery of the bodies of 18 drowning victims, the location of evidence for the RCMP, a search for a crashed aircraft, construction of submarine storage trenches for underwater telegraph cable and recovery of 47 tons of explosives from a ship sunk in Newfoundland waters during the war.

Helicopter Utility Squadron 21, spent 72 hours on search and rescue and medical evacuation missions, 310 hours in support of forest fire-fighting and 20 on the aerial re-stocking of Nova Scotian lakes with trout.

Naval charitable donations in 1960 again approached six figures. The prov-

inces' World Refugee Year campaign, with Rear-Admiral H. F. Pullen as chairman, raised more than \$63,000, of which 20 per cent came from naval sources. Naval personnel and civilian employees contributed a fifth of the 3,400 donations obtained by the Red Cross Blood Bank.

Ships and establishments of the command provided 1,770 personnel and nine helicopters to help combat Maritime forest fires in the critical August-September period.

Naval fire tugs and apparatus and ambulances continued to assist in waterfront and community fires on request, and naval athletes exerted their influence on and support of Maritime sports generally.

As operational and training commitments permitted, naval ships and personnel took part in celebrations marking historic events in several communities.



As a Boxing Day surprise at sea on Christmas patrol, the ship's company of HMCS *Chaudiere* was treated to a menu that included suckling pigs. Left to right are Ldg. Sea. W. M. Jones, AB W. A. Grady, Lt.-Cdr. H. M. Belanger, Ldg. Sea. Reg Bremner, and PO Alfred J. Boucher.

OFFICERS AND MEN

'Copter Rescues Duck Hunters

Two duck hunters, marooned by ice on small, Baltee Island in the Musquodoboit region of Nova Scotia, were airlifted by the Navy to safety in Tangier Village, about two miles away.

James Clattenburg, 37, and Parker Cooper, 21, were taken off at 12:25 pm., January 27, by a Sikorsky helicopter of HU 21, *Shearwater*. Lt.-Cdr. W. E. James, new commanding officer of the squadron, was the pilot, Sub-Lt. John Leyman was co-pilot and Ldg. Sea. Ronald Miller, crewman.

The men were duck-hunting on Baltee, one of three islands in Tangier harbour when ice formed to block their boat journey home to Tangier village. They had two days' provisions when they set out Tuesday, January 24. When they were a day and a half overdue at home, a request to find and recover them was made by the RCMP to RCAF Search and Rescue in Halifax, who relayed the request to *Shearwater*.



A shapely "Miss Greater Saint John" graced the aircraft carrier *Bonaventure* with a visit during the latter's refit period in the New Brunswick port. Lt. A. J. Anderson presented Miss Sylvia Weaver with a photograph of the ship, after which she signed the wardroom guest book. (BN-3638)

The hunters, found on a seaward beach, huddled by a small fire, had to be hoisted on board the helicopter once they had safely stowed their small boat. They were landed on a field near the village and, apparently none the worse for their experience, made their own way home from there.

WEDDINGS

Lieutenant William Allen Creighton, RCN (R), *Discovery*, to Sylvia Yvonne Duckworth, of Duncan, B.C.

Sub-Lieutenant James S. T. Cantlie, *Shearwater*, to Lorraine Marie Marchand, of Arichat, N.S.

Lieutenant Richard Bedford Davis, *Shearwater*, to Edith Jean Anderson, of Imperoyal, N.S.

Able Seaman E. J. Desjardins, *Chaudiere*, to Hilda C. Yates, of Halifax.

Ordinary Seaman C. J. Doyon, *Chaudiere*, to Francoise LaBarge, of L'Ange Gardien, Que.

Able Seaman Ronald Earl Gienow, *St. Laurent*, to Ellen Darlene Radocy, of Victoria.

Sub-Lieutenant John R. H. MacDonald, *Scotian*, to Joan Catherine Shelley, of Dartmouth, N.S.

Lieutenant James D. MacIntosh, *Shearwater*, to Valerie Anne Higgins, of Armdale, N.S.

Sub-Lieutenant John Gerald McManus, *Skeena*, to Sandra Anne Blaine, of Ottawa.

Able Seaman L. J. Patrick, *Chaudiere*, to Patricia O'Malley, of Trenton, Ont.

Able Seaman David William Potter, *New Glasgow*, to Bonnie June McCaw, of Esquimalt, B.C.

Lieutenant Robert George Semple, *Granby*, to Margaret Joan Babine, of Yarmouth, N.S.

Sub-Lieutenant Anthony Roy Hamilton Wood, *Fraser*, to Marianne Helen Daugherty, of Kingston, Ont.

Old-Timers Recognized

Now that the Royal Canadian Navy has completed a half century of service to Canada more and more civilian employees are being presented with certificates and long service lapel badges that mark them as old-timers.

Among those with exceptionally long service is John (Sandy) Hall, a sailmaker with the riggers' shop at HMC Dockyard, Esquimalt. Arriving in Canada from Scotland in 1914, he started with the Dockyard on April 4, 1915, and is known to his fellows as "Mr. Dockyard".

Oliver Beecher joined the Dockyard at Esquimalt in October 1914, and is credited with even longer service. He was with the RAF from 1918-1919 and then returned to the civil service. He is now administrative officer in the general office of the Naval Armament Depot, Esquimalt.

Old-timer Thomas Anderson, a storeman with the Naval Supply Depot at Colwood, B.C., has been around HMC Dockyard, Esquimalt, since April 11, 1922. He came to Canada 10 years earlier.

In Ottawa, Stanley F. Conquer, Deputy Director of Naval Personnel Records, celebrated 35 years of service with the naval service, but in point of fact his association with the navy goes back to the First World War when he served in it and was demobilized in 1919 to begin his civil service career. Over the years he served in the RCNVR and is a commander on the retired list of the RCN(R).

Professor Clarence G. Cook for 36 years has been directly associated with the advanced education of approximately 4,000 young men of Canada, many of them now senior officers of the Armed Forces and others now retired from active careers. Professor Cook joined the teaching staff of Royal Military College in 1924 as a physics instructor and transferred to *Royal Roads* in 1942. In the intervening years he has been both an Army major and an RCNVR commander. He has been director of studies for the Canadian Services College at Royal Roads since 1954.

George F. Lovett, Naval Stores Office, HMC Dockyard, Halifax, entered the civil service in September 26, 1918, as a messenger and has been with naval stores in various capacities ever since.

Another old-timer at Halifax Dockyard is Thomas M. (Bert) Cassidy who entered the civil service with the Department of Marine and Fisheries on October 1, 1923, and transferred to National Defence for Navy a year later. He served with the Cameron Highlanders during the Second World War.

Youngsters by comparison, but with more than a quarter century behind them, are Thomas R. O'Brien, technical

BIRTHS

To Lieutenant-Commander W. B. Arnold, *Venture*, and Mrs. Arnold, a son.

To Chief Petty Officer Earl Laliberty, *Fort Erie*, and Mrs. Laliberty, a daughter.

To Leading Seaman C. L. Lumsden, *Naden*, and Mrs. Lumsden, a daughter.

To Able Seaman Dave Tarry, *Cornwallis*, and Mrs. Tarry, a daughter.

To Sub-Lieutenant M. H. D. Taylor, *Chaudiere*, and Mrs. Taylor, a daughter.

officer in charge of the supply department of the Naval Armament Depot, Esquimalt, who started in June 1929; James F. Bligh, armament mechanic in the torpedo shop, HMC Dockyard, Esquimalt, there since May 1930, and Randolph S. T. Vickers, Administrative Officer, Planning Section, Naval Supply Depot, Esquimalt Dockyard, who has 26 years' service, having started in January 1935.

Musical Show At Cornwallis

"Musicameos", a musical show by the *Cornwallis* band, was presented in the *Cornwallis* Recreation Centre on the evening of December 2.

The show was in the form of a musical journey, with the continuity provided by the master of ceremonies, Lt. Charles Boyle.

The songs were beautifully sung by Mrs. June Rheubottom to accompaniment arranged by the bandmaster, Cd. Off. Peter Medcalf.

Comedy was provided by a suitably costumed German band, under the direction of PO Roy Shaefer.

Curtain Rung Down on Course

Ceremonial divisions on December 9, 1960 marked the end of an era in HMCS *Naden* when the final Trade Group One medical assistant's course under RCN auspices marched past.

Earlier in the day the presentation of medical branch badges was made to members of the class by Surgeon Lt.-Cdr. C. A. West, officer-in-charge of the Medical Division, Fleet School. Following the presentation the class was addressed by Surgeon Captain J. W. Rogers, Command Medical Officer.

Commissioned in 1951 as HMC Medical Branch School and recently absorbed into the Fleet School at *Naden* as the Medical Division, the centre had a long association with the training of newly-entered medical assistants. Starting in 1939 with the initial training of RCNVR probationary sick berth attendants, it continued in the immediate post-war years with the training of newly-entered RCN medical assistants as the Sick Bay Training Centre until being designated HMC Medical Branch School in 1951.

Commencing in January 1961, all Trade Group One medical assistant training is being carried out at the Canadian Forces Medical Services Training Centre, Camp Borden, Ontario, where new entry RCN medical assistants train along with their Army and RCAF counterparts.

The Medical Division of the Fleet School, *Naden*, will carry on with Trade Group Three and Four courses, a function that has been carried over the past seven years in addition to Trade Group One training.

The members of the class who successfully completed the final Trade Group One course were:

East Coast: Ordinary Seamen Frederick Butt, Laurence Cole, Christopher Foot, Edward Martin, Michael Pongracz, Robert Reeve and Wilfred Theriault;

West Coast: Ordinary Seamen Lynden Canavor, Hyrum Clifton, Maurice Dick, Gary MacDonald and Charlie Svoboda;

Wrens: Ordinary Wrens Mary Hugo and Carol Newberry.

Admiral Pullen Beaver Club Guest

Rear-Admiral H. F. Pullen, RCN-(Ret), former Flag Officer Atlantic Coast, was senior guest of honour at the Beaver Club's annual dinner in Montreal in January. For the occasion he wore the uniform of one of his ancestors who sailed in ships of the Royal Navy a century and a half ago.

The historic club, which flourished in Montreal at the height of the romantic fur trading era, this year honoured the men and ships engaged in carrying Canada's fur cargoes to England and France. Among the seamen of this period was an ancestor of Admiral Pullen.

The club was reconstituted in January 1959 at the sign of the Queen Elizabeth. Among its honorary wintering partners now are a reigning monarch, the King of Nepal, statesmen, business tycoons, and stars of stage and screen from more than a dozen countries around the world.



On their graduation day, members of the final course for Trade Group One medical assistants at *Naden* assembled for a class picture: Front row (left to right): Ord. Wren Carol Newberry; PO L. W. Rushton (instructor); CPO H. J. Ward (instructor); Lt. (MAD) W. C. Duncan (administrative officer) Surg. Lt.-Cdr. C. A. West (officer-in-charge); Lt. (MN) M. P. Carson (senior nursing instructor); Lt. (MN) H. F. Ott (nursing instructor); PO E. L. Thomas (instructor); Ord. Wren Mary M. Hugo. Second row: Ordinary Seamen Christopher Foot; Laurence Cole; Hyrum Clifton; Maurice Dick; Gary MacDonald; Edward Martin; Wilfred Theriault; Lynden Canavor; Michael Pongracz; Charlie Svoboda and Frederick Butt. (E-59155)

Veterans Elect Officers for 1961

At its first meeting of the year in January, the Port Hope-Cobourg Naval Veterans' Association elected its 1961 officers and appointed chairmen to handle various activities.

Elected were: Cliff Donaghue, president; Joe Ham, first vice-president; Larry Worthy, second vice-president; Harry McDougall, secretary; Adam McGowan, treasurer, and Ian Whitefield, master-at-arms.

Mr. Donaghue was named to represent the Association at the Canadian Naval Association meetings; C. Y. Baxter heads the building committee and initiation ceremony; George Clinton, reunion and transportation; Mr. Whitefield, inter-club activities, and Mr. McGowan is representative to the Navy League.

Credit Union Has \$420,000 Assets

Bonded assets of the Credit Union of HMC Dockyard, Halifax, reached \$420,000 with the close of the calendar year 1960.

The membership, which started in 1949 with 17, has 1,200 active members, of whom 100 are naval personnel.

Manager Ronald F. MacKinnon and staff have extended an invitation to more naval personnel to join as shareholders. The membership fee is 50 cents and \$5 constitutes a share. This money, as well as any other deposits, is credited to the shareholder and a dividend of four per cent per annum was paid last year.

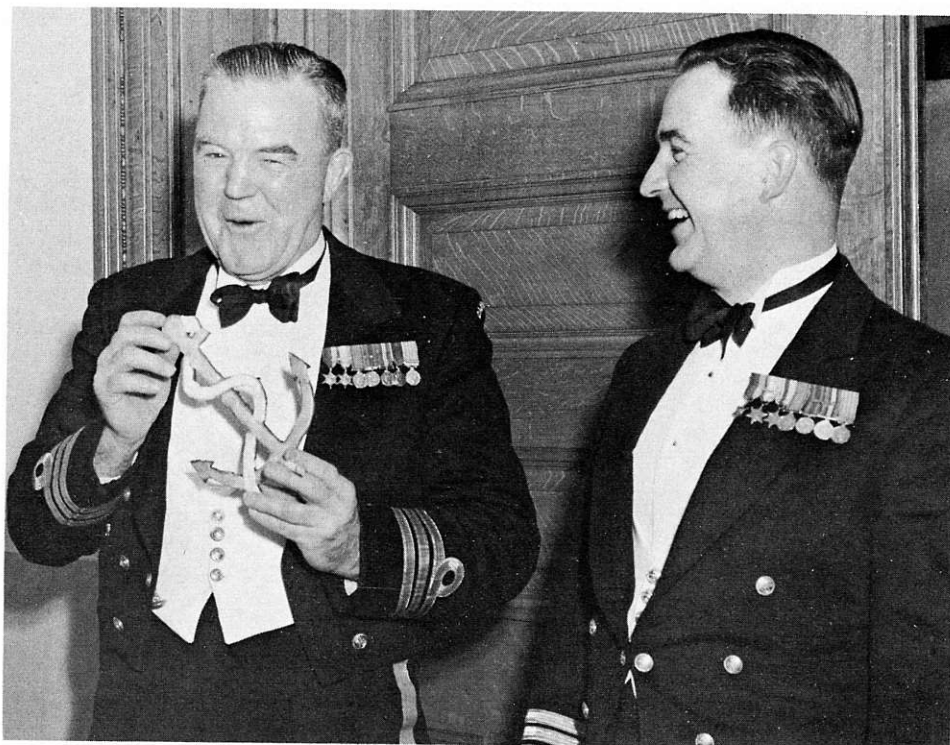
Shareholders may borrow at the interest rate of one per cent a month on the outstanding balance. Naval assignments to credit unions are authorized under present regulations.

RCN Veteran Serving in USN

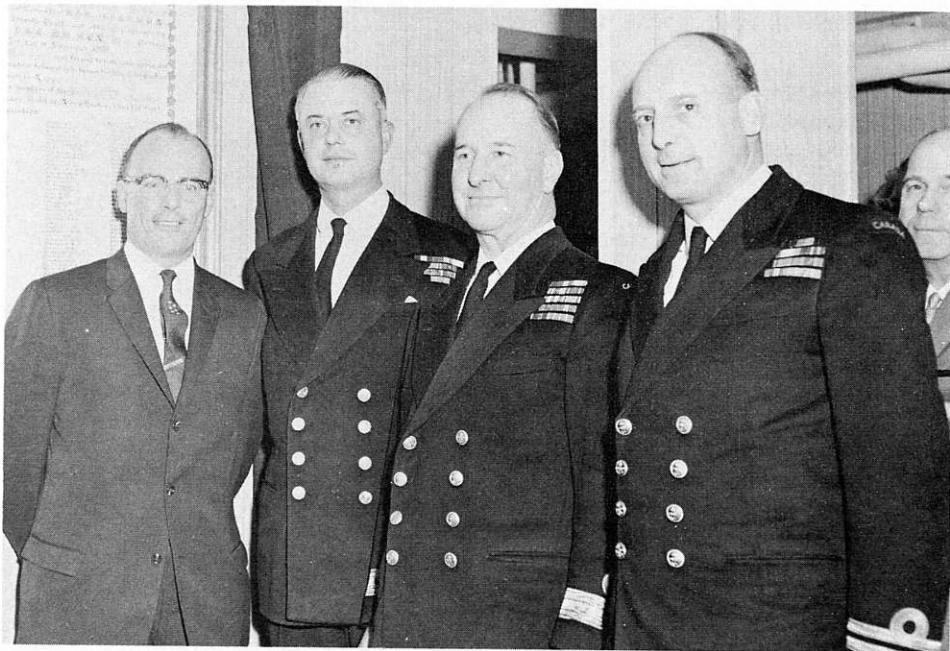
When HMCS *Kootenay* visited Newport, Rhode Island, last fall she was in turn visited by a former member of the Royal Canadian Navy, Frank Blower, now a chief boatswain's mate in the United States Navy, teaching navigation and seamanship at the Officer Candidates' School at Newport.

Frank joined the RCN in 1916 at the age of 16 and will be released from the USN in 1965 at the age of 65. Between these two dates is a highly varied career.

In July 1916 he crossed the border from Niagara Falls, New York, to Niagara Falls, Ontario, and joined the RCNVR as a boy signalman. He was



Naval lingo has it that when a sailor goes ashore for good he swallows the anchor, but rarely does he do it as literally as did Cdr. William A. Manfield. When he was dined on the occasion of his retirement by officers and senior civilians on the staff of the Naval Comptroller, he was presented with an anchor by Captain Raymond Phillips and required to down it. The anchor was of pastry, thoughtfully iced to make it palatable. The dinner was held in the Bytown officers' mess at Naval Headquarters on January 13. (O-13405)



J. J. Breen, Assistant Superintendent (Administration), HMC Dockyard, Halifax, Rear-Admiral K. L. Dyer Flag Officer Atlantic Coast, Commodore H. G. Burchell, Commodore Superintendent Atlantic Coast, and Captain E. N. Clarke, Deputy Superintendent Atlantic Coast, are shown at the official opening of the Dockyard Management Association, November 21. In the left background is the scroll of charter members of the Management Association which was unveiled by Rear-Admiral Dyer. (HS-63350)

immediately shipped off to Halifax for training.

His first ship was a patrol vessel, HMCS *Margaret* (former customs

cruiser), in which he did patrol duties outside Halifax. On a December morning his ship was secured astern of HMCS *Niobe* and he was lounging on the upper

deck when two ships collided in the harbour.

Everyone in the *Margaret* took off for the city and he was almost up town when the historic Halifax explosion occurred. He was detailed at first for stretcher duty by an army colonel, then stood sentry on a coal barge that was used as a rescue boat. Finally, he wound up digging survivors from wreckage.

When Blower made it back to the *Margaret* he was put in the rattle for the only time during his service in the RCNVR. He was released from the Navy from HMCS *Niobe* and returned to Niagara Falls, New York, in June, 1919.

After leaving the Royal Canadian Navy, he did four years in the American Army, serving in the Philippines and Far East as well as at home. He then joined the Merchant Navy and by hard work and study rose to second mate. He stayed 18 years in the merchant service.

Then he joined the USN in 1940 as a rigger. Now chief boatswain's mate, he is employed at the Officer Candidates' School, teaching navigation and seamanship to "Ninety-Day Wonders".

Boatswain Blower feels that the enlisted man has a better chance today but still thinks that the new navy is not breeding as good a man as before.

NATO Course for Civil Servant

C. A. Smith, Deputy Director of Civilian Personnel (Navy) at National Defence Headquarters will attend the NATO Defence College at Paris, France, for six months.

Mr. Smith was born in Ottawa in 1924, was an RCAF pilot from 1942 to 1945. On his release he attended McGill University and graduated with a Bachelor of Arts degree. He has since taken several courses in personnel management, leadership and human relations.

He was nine years with the Canadian International Paper Company, four as personnel superintendent, and entered the civil service with the Department of Public Works in 1957. He became D/DCP (Navy) in 1959.

RCN(R) Officers Promoted Jan. 1

The following Royal Canadian Navy (Reserve) promotions have been announced by the Commanding Officer Naval Divisions, effective January 1:

To be Captain: Cdr. J. D. Garrard, commanding officer, HMCS *Malahat*,

Victoria naval division; Cdr. A. W. Ross, commanding officer, HMCS *Discovery*, Vancouver naval division.

To be Commander: Lt.-Cdr. R. M. Black, commanding officer, HMCS *Brunswick*, Saint John naval division; Lt.-Cdr. C. H. Rolf, commanding officer, HMCS *Nonsuch*, Edmonton naval division.

To be Commander (S): Lt.-Cdr. (S) J. S. Richardson, HMCS *Discovery*.

To be Commander (SB): Lt.-Cdr. (SB) T. C. Turner, HMCS *York*, Toronto naval division.

Scholarships For Sea Cadets

Two former Yarmouth, Nova Scotia, Sea Cadets have been awarded \$300 Navy League of Canada scholarships to help them in their university training.

They are John Clulee, now attending Acadia University and Don Cunningham, of Mount Allison University. Both are members of the UNTD at their universities.

Navy League Head Honoured

National president of the Navy League of Canada, R. J. Bicknell, of Vancouver, was recently made honorary life president of the Vancouver Island Division of the Navy League, in recognition of

his many years of service and outstanding leadership.

Mr. Bicknell was presented with a sterling silver plaque, permanently recording the honour, by Denis W. Brown, president of the division, which includes branches at Victoria, Cowichan, Campbell River, Nanaimo, Shawnigan and Alberni.

Cdr. Grant Heads Frigate Squadron

Cdr. Kenneth Grant has taken up the appointment of Commander, Ninth Canadian Escort Squadron and commanding officer, HMCS *Cap de la Madeleine*, at Halifax.

He formerly commanded the Joint Nuclear, Biological and Chemical Defensive Warfare School at Camp Borden, Ont.

Trophy Awarded Montreal Corps

Fast-growing Sea Cadet Corps *Northcrest* in Montreal North was awarded the Navy League of Canada Proficiency Trophy in December. Charles Hutchins, managing secretary of the Montreal branch of the Navy League, made the presentation to Lt. Kenneth Hall, *Northcrest* Corps commanding officer.

The award is based on general proficiency in sports, drill, elementary seamanship, citizenship and administration.



The award for the best Christmas lighting of ships of the Atlantic Command was presented to the Kootenay by members of the Halifax Jaycees. Cdr. Harry Shorten, commanding officer of the Kootenay, received the plaque from George Findlay, Jaycees president. This was the first such award and from now on it will be made annually. The Kootenay was completely outlined in blue lights, the lighting being made up by the men while the ship was on exercises. Shown are left to right, PO Gordon Harris, CPO Duncan Bishop, Mr. Findlay, Cdr. Shorten, Howard Couperthwaite, first vice-president, Halifax Jaycees; Ray Truscott, chairman, Christmas lighting committee, and behind him, PO Roger Masse. (HS-63698)



THE LAST MIDSHIPMAN

A GROUP of officers gathered on the quarterdeck of HMCS *Outremont* at midnight on August 31, 1960, and with due reverence committed a little casket to the black waters of the North Atlantic. Before this brief ceremony a "wake" had been held in the wardroom.

When the rites ended there was a brand new sub-lieutenant in the *Outremont* and the Royal Canadian Navy's last midshipman had been removed from the lists. Inside the casket were the midshipman's two white patches, the last to be worn in the Navy. They had belonged to Sub-Lt. W. A. Cook and to him has fallen the honour of being the last representative of a colourful naval institution. He also ended the 650-year naval tradition of midshipman.

Between the first "mid" and the last one there was a world of difference, for the midshipman of modern times was a lad in his late teens or early twenties, promoted from naval cadet while attending college and with about four years of study and naval training ahead of him before he could be promoted to the rank of sub-lieutenant. He could also be recognized by his dress, the same as for any naval officer except for the absence of gold lace on the sleeve and for the midshipman's distinctive white patches on his collar. By his bearing and deportment he was an officer-in-training and always a young gentleman.

But he was not always so. In his earliest time he was a deckhand, taking his place amidships in the sailing vessels

of the 1300s. However, he was not a foc'sle hand, but one who might move on to the quarterdeck.

Through the years he had his ups and downs. At one stage he was second only to the master. Indeed, the first steamship to serve as a warship—the Royal Navy's *Diana* in the Burmese War 1824-1826—was commanded by a midshipman. The first RCN sailors to lose their lives in action were four midshipmen who fought at Coronel in HMS *Good Hope* in the opening weeks of the First World War. Midshipmen through history have fought bravely and well in the ships in which they served. Hundreds of their names appear on charts and maps to denote bays, inlets and other geographical locations, in recognition of their part in hydrographic surveys.

A midshipman fought gallantly in the defence of Canada on Lake Champlain against Benedict Arnold in 1776. He was Edward Pellew, in HM Schooner *Carleton*. He later became Lord Exmouth, Admiral of the Blue, and fought the Algerine pirates off the coast of Algiers. His flagship, the *Leander*, was later stationed at Halifax.

During the First World War Midshipman (later Captain) Eric W. Bush became the youngest person ever to be awarded the Distinguished Service Cross. At 16 he commanded a picket boat from HMS *Bacchante*, transporting ammunition at Gallipoli.

But midshipmen were not always highly regarded and one of his nicknames, "Snotty", testifies to this. This appellation came from the uniform he was given in 1748, that of warrant officer with three buttons placed horizontally on the sleeve. It was alleged the buttons were there to make it difficult for him to use his sleeve for a handkerchief. Today's chief petty officers have inherited the buttons but not the calumny.

The changing status of the midshipman during the ages makes it hard to trace his history. It appears he began life as an ordinary working hand in the 1300s, although the first references to him are in the Yorkshire Assize Roll under King Edward III, when Johannes, Midshipman de Whitby, was charged with felonious homicide. It is not known whether the name was proper or descriptive, but either way it must have been current in the language.

Captain John Smith, writing in the 1600s, throws the first real light on them when he says in his "Accidence for young seamen" that there were normally two "midships men" in a ship and they were or had been the master's immediate subordinates. Smith, the officer who befriended Pocahontas, also referred to "midships men" in the same breath with "other principal officers" and they were listed among the top four when "pillage shares" (a candid term for prize money) were being totalled.

These "midships men" of Smith's time appeared to have only one definite duty to perform and that was "to see the tops and yards well manned with stones", although in addition it seems they were required to lead boarding parties and were commanders of prizes when taken.

Early midshipmen were ratings, but the position in theory could be regarded as a jumping off place for a commission. Later when Samuel Pepys took over at the Admiralty the post of midshipman became the link to a commission in practice.

However the older title of midshipman remained even in Pepys time. Finally, by the late 1600s Pepys made enough changes so that distinct titles existed for several classes of midshipmen.

The titles included Midshipmen, Midshipmen Ordinary and Midshipmen (Old Rating) and Midshipmen (Officer-under-Instruction), but the latter two divisions were merely occupants of the same post from different social classes. The "Old Ratings" were remnants of Smith's "midships men", a rating belonging to the master's family and with well-defined duties on board. Among these could be found men up to 65 years in age and none were the "young gentlemen" of later years. The "officers-under-training" were young men or boys on their way to becoming "commission officers" and they were to occupy the post only briefly.

Between 1729 and 1816 Midshipmen Ordinary were known as "College Volunteers". In the latter year the midshipman ordinary was abolished and the college volunteer was rated direct to midshipman. They were never popular with ships' captains and were often displaced since the captains preferred their own protégés. Here again was a division, for the college products were referred to as Admiralty Midshipmen and the others as Ship Midshipmen. But they had their uses, for the admiralty midshipman became accepted and was given all the ship midshipman's dirty work to do.

Many were the evils of the early systems where midshipmen were concerned. Admiral Lord George Rodney, a powerful figure in the navy of his day, kept his son John at home until the (then) late age of 15 and then had him sent to sea as a midshipman. Within two days he was made a lieutenant and five weeks later, still aged 15, he was made a full post captain. But 65 years later he had risen no higher.

Midshipman Billy Culmer in 1791 claimed to be the senior midshipman, having been one for 34 years, and Mid-

shipman Vallack was perhaps the oldest, 65 and white haired, still serving in 1822.

By 1677 orders were issued "for the qualification of persons to enable them to become lieutenants". Three years at sea, one as a midshipman, were then required, as well as the oft-broken age limit of 20, a certificate of good conduct and ability, and an examination conducted by three officers. In 1703 the qualifying period was raised to six years and in 1728 the examinations for lieutenant were taken over by the Navy Board. However, many scandalous practices and subterfuges still went on. The greatest, it is told, was the selling of birth certificates by the porter at the Navy Office, who kept a stock of them on hand and filled them out on a "while you wait" basis for five shillings.

By 1748 the counterpart of the modern "snotty" was beginning to emerge and about this time, when the Royal Navy



was getting its first uniform, "persons acting as midshipmen should likewise have a uniform cloathing in order to distinguish their Class to be in the rank of Gentlemen". Already they were "allowed to walk the quarterdeck". Soon after this the word midshipman was used to mean "any officer under training".

Before the midshipman in these times could be promoted to sub-lieutenant, however, it was necessary to create that rank. A midshipman's promotion, if he ever got promoted, was to lieutenant, but this route was often so tortuous and long that he sometimes took the shorter one via master's mate. Eventually promotion to master's mate became general and that person was made the sub-lieutenant with one ring. It was initially a "rating" created as a new executive rank between "mid" and lieutenant so the former could see promotion that would otherwise never come.

The midshipman remained almost the same in status for the next 140 years

and when the Royal Canadian Navy was born in 1910 midshipman was inherited along with most of the other Royal Navy ranks and ratings. But, strangely enough, Canada's first "snotties" started training (as cadets) before there was a Canadian navy. They trained in 1909 with the Department of Transport in the old Canadian Government Ship *Canada*.

The status of the RCN midshipmen has always been relatively clear-cut.

Between 1911 and 1922 he began his naval life as a naval cadet in the Royal Naval College of Canada, was promoted to midshipman and sent off to the Royal Navy for a year or two for training and sea service. After putting in his four years he was then promoted to sub-lieutenant. From 1922 until the Second World War midshipmen were almost wholly trained by the RN. Then in 1942 the RCN College, Royal Roads, was set up and many midshipmen were Canadian-trained.

Now that the rank of midshipman has passed into the Great Beyond, his new monthly rate of pay, effective October 1 when no one remained to draw it, is a shadow without substance. This will not be regretted by the present crop of officer cadets, who can look forward to direct promotion to acting sub-lieutenant.

Midshipmen's clothing underwent many changes through the years, although his uniform only extends to the mid 1700s when he was ordered to wear the uniform of the warrant. He had a stand-up collar with white facing and it is from this facing turning outward that the white patch comes. His buttons, too, passed through several stages before they were standardized.

It is not known when he was first issued a sword, but in later years when the old midshipman began to give way to the young gentleman, it was found the sword was too long for him to handle and he was required to provide himself with a dirk. In modern times the dirk became a symbol of proficiency and the best midshipman of each class was awarded a King's Dirk at graduation.

Before the Second World War Canadian midshipmen wore patches of three colours. Those of the RCN wore white, RCNR (young men with sea-going experience in merchant ships or yachts) wore blue and the RCNVR red. Since 1946, when the RCNVR and the RCNR became the RCN (Reserve) all have worn white.—L.W.T.

NOTE: much of the information in the above article has been drawn from "England's Sea Officers", by Michael Lewis.

SCIENCE AND THE NAVY

'Skyhook' Offers Hope to Marooned

Time was when young sailors were sent on such missions as "Fill the star-board lamp with green oil" or "Fetch me a skyhook". Now the running lights have been electrified and there are real skyhooks.

Developed by the U.S. Navy the real thing is called the Skyhook-aerotriever and is a method of rescuing persons from the water, ice sheets or partly forested areas, by snatching them into the sky.

The USN hopes the technique will save the lives of fliers downed in remote ocean or polar regions. One of the planes assigned to the current Antarctic expedition has been equipped for such rescues.

The device is a 90-pound buoyant rescue packet which is parachuted to the victim in the water or on shore. In the kit is a special pair of overalls, into which is sewn a harness fastened to a 500-foot nylon line. The overalls zip shut. Once in the suit the victim opens the valve of a helium bottle to inflate a balloon which lifts the line into the sky.

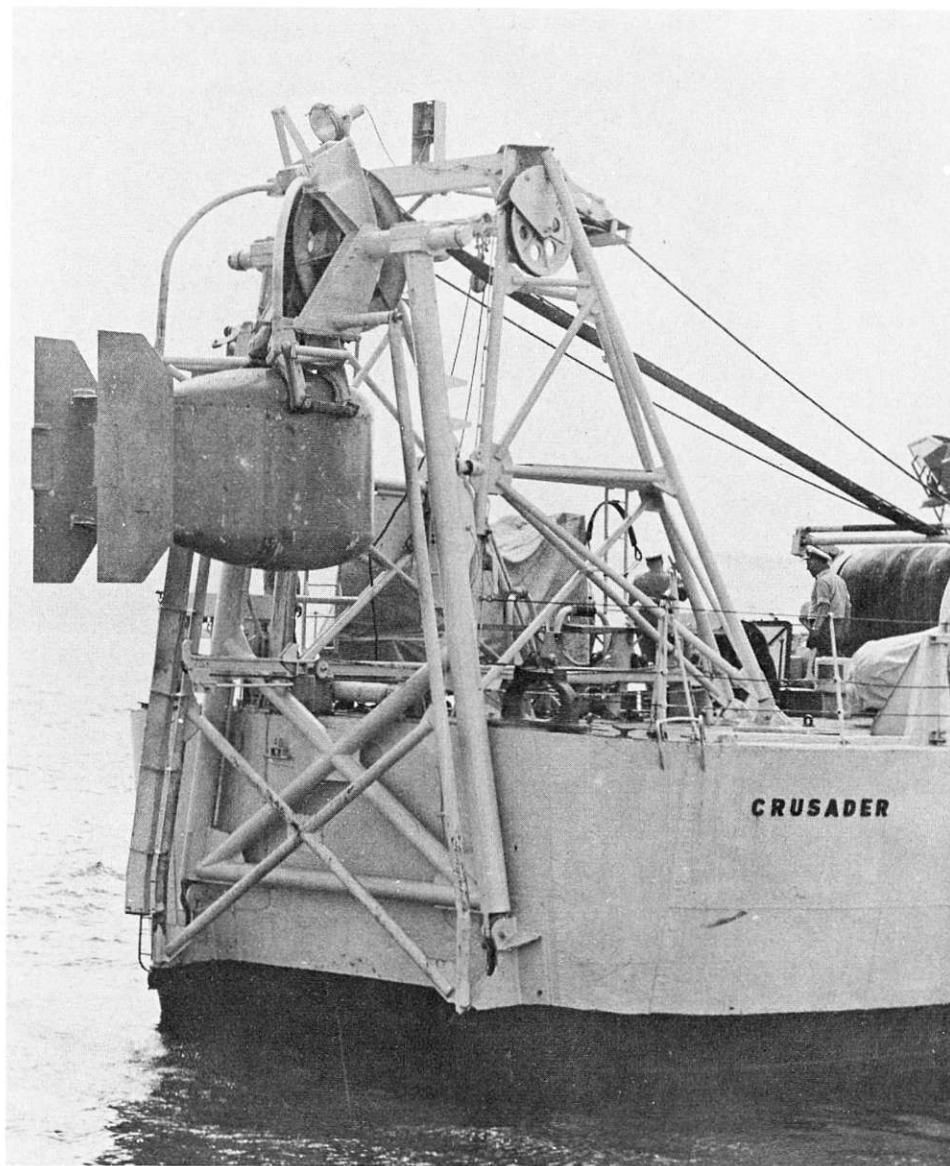
Protruding from the nose of the rescue plane are two fork-like arms and when the pilot hits the line it is grasped in the fork crotch and the man is then lifted into the air. His initial ascent is vertical or slightly backwards. The line, trailing below the aircraft is hooked by a member of the crew and brought to a winch and then hauled in.

The procedure is said to be so easy that even an injured man can carry it out and the shock he experiences when he is hooked by the aircraft is less than that encountered in a parachute jump.

The maximum lifted yet has been 400 pounds but loads of half a ton are feasible and the technique is said to be applicable to a number of military tasks.

Rapid Freeze Process Studied

Rapid freeze-drying, a method of dehydrating foods such as meat and fowl, developed at the Defence Research Medical Laboratories (DRML), in Downsview near Toronto, will be established on a commercial scale through



An important scientific achievement, made public early in 1960, was the development of practical variable depth sonar. Shown here is the final experimental equipment used on board HMCS Crusader before the apparatus went into production. RCN ships are being equipped with the new device. (CN-5071)

contracts let to industry by the Department of National Defence.

The first contract was let some weeks ago to J. H. Lock and Sons, of Toronto, and the second was awarded recently to Essex Packers Limited, of Hamilton. The Toronto plant will develop, construct and install the equipment necessary for initial running-in tests. The Hamilton firm will establish and confirm economical procedures for the de-

hydration of raw and cooked meats and for combination meat dishes. Quantities of freeze-dried products sufficient for trials by Canada's Armed Forces will then be manufactured.

Because of their stability without refrigeration and their lightness, dehydrated foods are of particular importance to the Armed Forces. In addition, DRML's method of dehydrating raw or pre-cooked meats makes them

indistinguishable in taste and appearance from the original meats following reconstitution.

Although blood plasma and other delicate biological materials have undergone freeze-drying processes for many years, the procedures employed have been slow and more than 24 hours would be necessary to dehydrate a steak in a similar manner. DRML's technique, where the ice as it is formed changes directly to water vapour rather than melting, has speeded up the freeze-drying of meats substantially and novel features designed during the research phases in the Downsview laboratories will be incorporated in the new commercial unit.

The commercial availability of dehydrated foods is of interest to other government departments in addition to the Armed Services as well as to private organizations obliged to airlift food into isolated locations.

The commercialization of DRML's freeze-drying procedure is likely to benefit Canada more than other countries because of the increasing feeding requirements for both small and large groups employed in isolated localities far removed from rail and road facilities.

Ions Studied As Morale Boosters

The United States Navy is investigating the use of negatively charged ions to maintain high morale aboard its nuclear submarines, according to the *U.S. Army, Navy, Air Force Journal*. The research, said the story, may have an application in home and office.

By increasing the concentration of negative ion particles in the atmosphere,

it is suspected, submariners can be given an increased sense of well being and be kept in a good mood.

Ions are electrified particles formed when an atom or group of atoms loses or gains one or more electrons. Ions may have either positive or negative charges.

Recent scientific research indicates that a preponderance of positive ions in the atmosphere will cause states of irritability and anxiety.

Negatively charged ions, on the other hand, are said to bring about an improved state of well-being and help overcome irritability.

Navy scientists believe it may be advantageous to create artificial submarine atmospheres with higher negative ion concentrations.

The idea could also be extended to home or office. Negative ion generators have already been built by three firms in the United States.

U.S. Navy scientists feel ion charges may be the missing link that distinguishes artificial environments from nature's fresh air, and that proper ionization of the submarine, or other atmosphere, may not only contribute to greater emotional stability, but may also provide greater resistance to stress, greater general comfort, and may also help cleanse the air of smoke, dust, fungi, viruses and bacteria.

Combustible Shell Case Invented

Scientific research may ruin the ship-board souvenir industry. If the United States Army's technicians have their

way, there won't be any shell cases left from which to make lamps and ash trays.

In the *U.S. Army, Navy, Air Force Journal*, the U.S. Army reports a revolutionary development in ammunition which provides for complete combustion of the cartridge case when fired in a gun.

Composition of the casing is classified and testing is still underway, but the ultimate goal is for its use in all army guns.

The combustible case, which eliminates the need for expensive brass shell cases and lightens the weight of each shell also solves two other problems—the litter of hot spent cases during firing and noxious gases inside (tank) turrets.

The main advantages are: up to ten times lighter than present casings, depending on calibre, improved storage, less susceptible to handling damage such as dents and scratches and like conventional cases, will not explode if hit by bullets or shell fragments.

The new shell has proved its effectiveness in a series of tests which followed five years of extensive research and engineering.

Jets May Reduce Submarine Noise

The United States Navy is studying a jet method of submarine propulsion known as "the hole in the nose" system.

The system, it is felt, may reduce noise made by nuclear submarines and make detection more difficult. In the system, sea water is sucked through the nose hole, then ejected through nozzles along the sides to propel the sub.



Rear-Admiral Hugh F. Pullen, then Flag Officer Atlantic Coast, posed with his senior staff officers and commanding officers of ships and squadrons under his command in May, 1960, on the occasion of the 50th anniversary of the Royal Canadian Navy. Admiral Pullen proceeded on retirement leave in August.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Cayuga*

The *Cayuga's* coxswain, CPO R. D. Amon, was faced with a most peculiar problem when he tried to find the youngest man in the ship to act as captain for the day at Christmas.

It wasn't that he couldn't find one. He found too many.

The weapons department thought that Ord. Sea. David Taylor would qualify for the honour, as they could not find anyone on board who was born before 27 December, 1942. However, they soon discovered that the deck department had a contender for the position in the person of Ord. Sea. Larry Milne, of Elliot Lake, Ont., whose birthday also was December 27, same year. Since both were born the same day, the coxswain decided that the man who had been in the Navy the shortest time would be selected, but then came another surprise. Both men joined the Navy the same day, February 4, 1960. Ord. Sea. Taylor joined at Windsor, Ont., and Ord. Sea. Milne at the Recruiting Office, North Bay, Ont. The final straw was the discovery that both men joined the *Cayuga* on June 9, 1960.

In the light of all these coincidences, there was only one thing to do—the captain, Cdr. A. H. McDonald, was asked if he could possibly provide two extra uniforms on Christmas Day. The captain obliged and no fewer than three captains did rounds in the *Cayuga's* mess decks on Christmas Day.

Both Taylor and Milne did their new entry training in Kootenay 1/60 division in Cornwallis, and both had been serving in the *Cayuga* for six months. In all that time, neither of them had realized that his "super twin" was serving with him.

HMCS *Inch Arran*

On Friday, December 2, HMCS *Inch Arran* returned to Dalhousie, New Brunswick, the town for which the ship was named, after an absence of 16 years. Much to the surprise of the ship's company, the name *Inch Arran* is much in evidence there, being that of a recreational park and of the Royal Canadian Sea Cadet Corps.

The commanding officer, Lt.-Cdr. P. C. H. Cooke, called on His Worship,



A White Ensign from the destroyer escort, HMCS *Crescent*, was presented to the Presbyterian Church in Renfrew, Ontario, by the Royal Canadian Navy at a dedication service on Sunday, December 18. The congregation presented a Union Jack to the church at the same time. Taking part in the service were, left to right Gordon Foster, William Logan and Alan Froates, Renfrew naval veterans of the Second World War, and Lt. Gerald Heatley, Area Recruiting Officer. Rev. George W. Murdoch, minister of the church, shown with his back to the camera was assisted by Rev. Dr. E. G. B. Foote, Chaplain of the Fleet (P), not in picture. (O-13377)

the Mayor of Dalhousie, and presented the town with a ship's badge, which is now affixed in the council chamber. The mayor reciprocated by giving the ship a replica of the town's badge, ten pewter tankards for the wardroom mess, and replenishment of missing items of silverware dinner service originally presented in 1944.

An official reception was held on board at which more than 60 of the town's dignitaries and their wives were entertained. On Sunday morning the ship's company attended services at the local churches. On Monday evening, the commanding officer inspected the Royal Canadian Sea Cadet Corps *Inch Arran*, commanded by Lt. F. Sullivan.

Though the weather was cold, the hospitality of the people of Dalhousie was warm. The Naval Veterans' Association, the Canadian Legion, the

Dalhousie Curling Club, the New Brunswick International Paper Company and the Dalhousie Rotary Club all contributed most generously of their time and facilities to make the stay enjoyable for all the *Inch Arran's* company.

HMCS *Victoriaville*

Santa Claus must definitely make his annual visit to children everywhere, come fog, sleet, snow or high water. Beginning on December 1, the *Victoriaville* sidetracked pre-winter exercises to become Santa's sleigh and reindeer in the eyes of Charlottetown children as part of her school relations visit to the Island capital. She was met at the local jetty by hundreds of screaming youngsters, all intent on welcoming a distinguished passenger, namely, Santa Claus.

Santa somehow made it safely to shore, and later in the day the Hon. W. Hyndman, Lieutenant-Governor of Prince Edward Island, made his official call to the ship.

Two days later the Lieutenant-Governor joined 120 school children in embarking for a four-hour cruise to Summerside. Thrown in for good measure were local Navy League Cadets, Sea Cadets, Sea Rangers and reserve personnel from HMCS *Queen Charlotte*, the Charlottetown naval division.

Their replacements were an equal number of Summerside youngsters who similarly enjoyed their four-hour voyage back to Charlottetown. Highlight of the day for the passengers on board was the firing of two light squid bombs.

On Sunday, the ship's company attended church services in the Basilica and St. Paul's Anglican Church, marching first through the central section of Charlottetown, led by the local militia band.

During "open ship" days many visitors made their way up the gangway to view the *Victoriaville*.

Despite the fact that the Charlottetown "Royals" took an edge over the ship's hockey team, the encounter at least provided an opportunity to brush up for the winter season.

VF 870

The sky over the Brandon, Manitoba, area was again dotted last fall with Banshees taking part in an unending parade of aircraft to and from the Shilo air weapon range, during which pilots of 870 delivered an array of air-to-ground weapons. This was their annual armament work-up period at CJATC Rivers, Manitoba.

The emphasis was on bombing, strafing and artillery reconnaissance and each pilot was given an intensive practice and qualification period delivering 11½-pound bombs on the range. Accurate

spotting and recording of hits was of prime importance, as each pilot attempted to reduce his miss distance. As the period progressed, "direct hits" and "near misses" were reported more often from the spotting towers.

The Banshee's four 20mm machine guns were heard almost daily. The red fluorescent targets were often riddled and the hit percentage increased sharply as the pilots gained experience.

Near the end of the qualification period, the airborne artillery reconnaissance phase was initiated. ARTY-R, as it is called, is the art of directing ground artillery fire onto a target. The Banshee and the T-33 both afforded an excellent viewpoint from which to observe and direct artillery fire on a predetermined target. A high degree of proficiency was attained and Army co-operation and liaison were excellent throughout the shoot.

The last phase of the deployment was the delivery of 500-pound bombs on



A 500-pound bomb drops from an RCN Banshee during jet fighter Squadron 870's annual armament work-up at Rivers, Manitoba. (DNS-26433)

targets assigned by an Army control team. ACT directed aircraft strikes against simulated Army convoys, missile launching sites, enemy observation posts and other targets and many a bomb wrought havoc on its target. However, the traditional "lone pine", for which the Army offers a substantial reward for felling, was still standing after the heavy bomb drops.

To maintain this extensive schedule of operation, the maintenance personnel and weaponmen devoted all their skill and efforts to "keep them flying". In a matter of minutes after landing, a Ban-shee was serviced, re-armed and ready for the next mission. The arming point at Rivers was a beehive of activity.

CJATC Rivers provided an excellent opportunity for VF 870 to become proficient in all phases of armament delivery and artillery reconnaissance. Splendid coordination between Army, Air Force and Navy gave the squadron a well-spent period of training.—J.J.V.

HMCS Kootenay

The *Kootenay* returned to Halifax from patrol on December 23 and, almost as soon as the ship was secured alongside at HMC Dockyard, work was commenced on Christmas decorating. Led by CPO D. M. Bishop, PO R. Masse and PO G. A. Harris, a group of men set up the ship's outline and dressing line lighting with blue bulbs, and an eight-foot-high white lighted star on the foremast. The outside decorations were completed by two Christmas trees hung from the yardarm.

Christmas Day was celebrated in the traditional manner with the commanding officer, Cdr. Harry Shorten, dressed in leading seaman's uniform (no ordinary seaman's uniform would fit) leading the acting captain, Ord. Sea. D. A. Crampton, 17, through the ship on captain's rounds. Rounds were made of the chief and petty officers' messes and the main cafeteria, where "Leading Seaman" Shorten was allowed to assume the role of host for refreshments.

On completion of rounds, the ward-room entertained the chief and petty officers, and after that, the whole ship sat down to a turkey and plum pudding feast.

Wednesday, December 28, saw the ship heading for sea again. On New Year's Eve, a ship's concert was held in the main cafeteria with CPO T. W. Scratch acting as master of ceremonies and a band composed of PO A. E. Kelly at the piano, PO A. Rowe, accordion, PO H. MacAusland, fiddle, and Lt. D. N. Main-guy, PO Edward Gaudet and AB C. E. Wolfe, guitars. Interspersed with the

songs by the members of the band were recitations by the master of ceremonies, a talk by the captain, and jigs and step dances performed by audience volunteers. The highlight of the evening was announced by the sounding of the "still" on the boatswain's call, and the "Old Year" and the "New Year" made their appearance. The "Old Year" was played by CPO C. F. Wright, and the "New Year" by the executive officer, Lt.-Cdr. H. L. Sproatt.

During the week spent at sea over New Year's, the ship's company held cribbage, euchre, bridge and bid whist tournaments. The keen competition kept many of the ship's company fully occupied in their off-watch time.

After returning to Halifax on January 4, the ship was honoured by the Halifax Junior Chamber of Commerce as the ship with the best lighting decoration over the Christmas season. The president of the Junior Chamber of Commerce, G. Findlay, presented the captain with a handsome plaque at a short ceremony held on board on January 9.

HMCS Terra Nova

The first full calendar year of the *Terra Nova's* commission, 1960, saw her steam 40,909.5 miles in 165 days at sea, while spending 215 days away from home port.

The number of miles steamed is the highest in the Atlantic Command and believed to be the highest in the RCN.

Other units of the Fifth Canadian Escort Squadron were close behind.—N.P.S.

HMCS Fort Erie

While on patrol last October, the ship's company of the *Fort Erie* experienced a refreshing change from the conventional forms of entertainment on board a ship at sea.

A notice was placed in daily orders asking for volunteers for an amateur program. The response was immediate and, surprisingly, all musicians had their instruments on board.

The organizer, Ldg. Sea. N. J. Nevitt, medical assistant, selected from the ship's talent a group that included Leading Seamen K. A. Overton and O. D. Sampson, Able Seamen H. W. Anderson and E. J. Petrowski, and Ordinary Seaman E. J. Morris. The "doc" then began taping the surprise package for the remainder of the crew. The radio station, SBFE (ship's sickbay), burnt the midnight oil for a couple of nights before the "doc" was satisfied. The program was then ready for presentation.

Over the SRE came songs by Ldg. Sea. Overton in his "Homer and Jethro" style and such old favourites as "Sammy Morgan's Gin" and "The Blue Velvet Band" by Ldg. Sea. Sampson. In addition, to these solos, AB Anderson teamed up with Ord. Sea. Morris to make a fine duet. And from the sound department, AB Petrowski showed a rhythmic skill on the "spoons".

The "doc" acted as emcee throughout with Ldg. Sea. Overton filling in during the interludes as commentator in a typical Gordon Sinclair fashion to relate what's what in *Fort Erie* Land.

HMCS Chaudiere

The *Chaudiere* sailed from Halifax on December 23 on patrol, and returned to Halifax December 28.

For many, it was their first Christmas at sea. On the 23rd and 24th, the weather was bad but morale was high and all looked forward to the 25th. During the night of the 24th and 25th the wind died, and the sea calmed providing good weather for the Christmas festivities.

The day began with Santa Claus piping "wakey wakey" and going through the ship to be sure all were awake. The captain, Cdr. V. J. Wilgress, accompanied by the executive officer, Lt.-Cdr. H. M. Belanger, and cox'n, CPO Reg Player, proceeded through the messdecks to view the decorations. An award was presented to the electricians' mess as the best dressed.

At noon the officers served the ship's company in the main cafeteria. The remainder of the day was spent in the individual messes singing and chatting.

Boxing Day evening, two suckling pigs were presented in the main cafeteria. Each mess provided talent for a two-hour variety program.

Leadership School

The children's Christmas party, organized and run by the Leadership School was an unqualified success. A varied program of entertainment was provided by all sections of *Cornwallis*, the finale being the appearance of Santa Claus in the person of CPO Nicholas Lazaruk, and his helpers from the parade staff, who distributed toys to all the young guests.

The staff of the P&RT School put on an amusing skit entitled "Snowdrop and the Seven Drips". "Snowdrop" was followed by Mrs. June Rheubottom's figure-skating team, which presented three numbers. The *Cornwallis* band

provided background music for the show and for a carol singing session led by PO M. A. Plant. A hockey game between "Jinx" and "Pixie and Dixie" was refereed by "Huckleberry Hound", the characters coming from the Communications Division. The children followed with glee the antics of a burglar (Cd. Off. John Hancock), hotly pursued by an irate policeman (Ldg. Sea. "Phil" Phillips).

From Ottawa Division came the clowns, who distributed candy and ice-cream. The Division also provided staff for the show.

The officers of No. 57 Course and the petty officers second class of No. 112 Course commenced their six-week period of instruction in the school on January 9.

The school recently bade farewell to PO William Smith who has commenced a bandsman trade group IV course in *Stadacona*. He has been relieved by PO D. E. Ring, who came from parade staff.

PACIFIC COMMAND

HMCS Fraser

Last November, while proceeding from Honolulu to San Diego, the destroyer *Fraser* went to the assistance of a crippled U.S. yacht, the *Red Witch*, which had sent out distress signals.

A party from the *Fraser* went on board the yacht and found the sails and rigging unserviceable and the auxiliary engines seized. In the *Red Witch* were Mr. and Mrs. Victor Westfall, their two children and two crewmen.

The arrangements made by Cdr. D. L. Macknight, commanding officer of the *Fraser*, for the yacht and her passengers are described in the letter of gratitude to the Flag Officer Pacific Coast, Rear-Admiral E. W. Finch-Noyes, from Mr. and Mrs. Westfall, written by the latter:

"This letter cannot adequately express how deeply we feel or what we wish to convey to you, so in reading it please accept each word as humbly said from the bottom of our hearts.

"Our two small children, ourselves, and two young men who were crewing for us had been battered by storms for some 60 days when we learned HMCS *Fraser* was coming to our aid until the USCG vessel *Basswood* arrived.

"Under orders of Cdr. Macknight, officers boarded the *Red Witch* and not only relieved three very tired men so they might get some sleep, but made every attempt to help in any possible way. The children and myself were



Commodore Paul Taylor, Commanding Officer Naval Divisions, inspected HMCS Malahat, Victoria naval division, during a December visit to the Pacific Command. (E-59171)

taken aboard the *Fraser* for a night of rest and respite. Food was sent to the crew aboard our little ship.

"Warships may be considered as huge, cold, deadly vessels . . . but we found out that aboard the *Fraser* there is a common heart bigger than the ship herself.

"Concerning the *Red Witch*, Cdr. Macknight took extreme precautions after he decided he could be of more service if he took us in tow and made rendezvous with the *Basswood* closer to Honolulu. We sincerely hope there is some way the entire crew of the *Fraser* and her captain may be rewarded for real friendship and aid they extended to us, and the willingness with which it was given.

"If the entire world lived with the spirit of the *Fraser*, it would be a wonderful place without trouble."

HMCS Naden

The New Year's Eve frolic arranged by the chief and petty officers in *Naden* gymnasium was a complete success. Tables were arranged cabaret style for the 850 members and friends who attended. A supper was served and dancing enjoyed. Music was provided by Jack Carmichael and his Ambassadors.

Among the invited guests were Rear-Admiral E. W. Finch-Noyes and Mrs.

Finch-Noyes, Commodore H. V. W. Groos and Mrs. Groos, Cdr. J. H. G. Bovey and Mrs. Bovey, and Cdr. J. M. Leeming and Mrs. Leeming.

The committee in charge of the frolic included Chief Petty Officers R. G. Miller, H. Sherman, S. A. Matte and W. Ona and Petty Officers W. C. Shaw, M. Taylor, W. Roberts and A. Aylward and their wives.

NAVAL DIVISIONS

HMCS Queen

One of Regina's newest public schools has been named in memory of the late Instructor Captain E. D. Walker, RCN(R).

Captain Walker spent most of his career in educating the youth of Regina. His many friends in the Navy will be pleased to see this memorial of his work in the city.

He joined the RCNVR in 1942 as an instructor sub-lieutenant and served at *Queen*, *Peregrine* and *Carleton*. Demobilized in 1946, he joined the active list of the RCN(R) two years later, serving variously as navigation instructor, commanding officer of the UNTD and intelligence officer.

He was president of the Regina branch of the Navy League of Canada.

Captain Walker died on December 21, 1958.

HERE AND THERE IN THE RCN



A cheque for \$5,600 is accepted by F. E. Chipman, chairman of the Halifax-Dartmouth United Appeal, from Commodore H. G. Burchell, right, Commodore Superintendent Atlantic Coast. In the centre is D. P. Brownlow, co-ordinator of the HMC Dockyard Major Charitable Campaign which raised a record total of \$10,400 in the 1960 drive. (HS-63678)



Canada's wood and aluminum minesweepers are propelled by two 1,200 horsepower diesels. Checking one in HMCS Resolute are PO Myron L. Bennett, top, in charge of the watch, and CPO Roy J. Osborne, chief engineering artificer of the ship. The photo was taken while the Resolute was senior ship of NATO minesweeping forces in Sweep Clear V off Shelburne, N.S. (CS-574)



Among the 35 Venture cadets who sailed January 9 on a three-and-a-half-month training cruise to the South Pacific are five from Belgium. One of the five, Officer Cadet Robert Strijkers, of Ostend, shows no indication of being in a hurry to join the cruise, as he bids farewell to Miss Jean Fletcher, of Victoria. (E-59465)



Flight Lt. W. J. Lovette, of RCAF station, Greenwood, administered the oath of allegiance when his son, Barry, entered the RCN as an ROTP officer cadet last fall. Also present for the ceremony were Barry's mother and Lt.-Cdr. A. T. Love, Area Recruiting Officer, Maritimes, who took the picture.

THE SUBMARINE IN NAVAL PLANNING

"And still they gazed, and still the wonder grew,
That one small head could carry
all he knew."

OLIVER GOLDSMITH'S village schoolmaster would indeed find his small head over-burdened if he attempted to assimilate the mass of information crammed into the 1960-61 *Jane's Fighting Ships*, now finding its way to the reference shelves of the world.

The current edition contains, as the foreword points out, "over 2,500 photographs and scale drawings . . . and particulars are given of some 10,000 warships in the navies of 75 countries." The index runs to 16 and a half pages of fine print, listing some 6,500 named ships.

What has been evident for some years—the growing importance of the submarine in naval planning—stands out starkly in the pages of the new *Jane's*, with the United States no longer alone in the field of nuclear-powered or missile-mounting submarines.

The new stature of the submarine has affected naval planning in a number of ways. The most dramatic result has been the virtual disappearance of the mighty battleship from the seas, but the cruiser, too, has gone into a decline and the all-purpose destroyer would appear to be joining it.

Filling the gaps left by the departure of the giants and their traditional companions in war are a multiplicity of specialized warships, each designed to take care of a particular phase of sea warfare—anti-submarine, radar picket, anti-aircraft, missile bombardment and so on, with a new type developed to meet each new threat.

This is expensive business and it is also confusing. New ships are being designed to accommodate new weapons and the new classes and sub-classes of ships are being assigned new names, sometimes borrowed inappropriately from the past, sometimes coined to meet new needs and sometimes redundant.

Why should one refer to an aircraft carrier as "nuclear-powered", any more than "diesel-powered" or "steam-powered"?

The editor of *Jane's*, R. V. B. Blackman, draws attention to the need of the navies of the world to settle on a standard nomenclature that is descriptive of the class and function of the new warships. The present situation, he observes, amounts to "confusion, if not chaos".

BOOKS for the SAILOR

"The student of naval affairs, let alone the layman, might well be forgiven for asking, 'What is a guided missile destroyer?' Is it a destroyer of guided missiles or is it a destroyer armed with guided missiles?"

Mr. Blackman comes to the conclusion that "... if ever there was a time when confusion should be obviated, it is today when standardization is the watchword, and liaison, between allied navies, especially groups such as NATO, is close-knit."

Predictions that the aircraft carrier would quickly follow battleships and cruisers into oblivion have not been fulfilled. The carrier remains the main striking force of the world's major navies (with the notable exception of Russia) and, with the development of vertical take-off aircraft, it appears to

have new possibilities in anti-submarine warfare and commando transport.

There are no doubts anywhere about the efficacy of the nuclear submarine. It seems the only reason every navy of consequence does not have them, apart from the know-how, which is spreading rapidly, is the prohibitive cost.

No ships were commissioned by the Royal Canadian Navy during 1960 and, accordingly, the changes in this section are less dramatic than in the pages recording the additions and deletions of other navies. The important development of variable depth sonar to a point the equipment could be put into production is recorded, however, and new pictures and details have been added.

A gracious gesture on the part of the editor is the prefacing of the RCN section with a brief historical note, recording the development of the service during its first half-century.—C.

JANE'S FIGHTING SHIPS, 1960-61, compiled and edited by Raymond V. B. Blackman; supplied in Canada by The McGraw-Hill Company of Canada, Ltd., 253 Spadina Road, Toronto 4; 437 pages, illustrated; \$32.50.

SERVICE: The Legion Story

SERVICE is a particularly apt title for a book about the Canadian Legion, for service has been the watchword of that organization since it was founded more than 35 years ago.

While the Legion's chief concerns through the years have been the welfare of the war veteran and to see that the memory of those who died for their country is kept green, in recent years the organization has expanded its range of activity. For one thing, the Legion now supports a widespread sports and recreational program for young people.

The Canadian Legion's story is told by Clifford H. Bowering, former Canadian Army public relations officer, and his book is dedicated "to all those who by sea, on land and in the air sacrificed

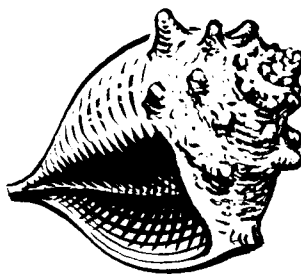
their lives in the service of humanity; and to their comrades who, inspired by their sacrifice, and with unity of purpose, founded The Canadian Legion."

A foreword has been contributed by Admiral of the Fleet the Earl Mountbatten of Burma, grand president of the British Commonwealth Ex-Services League, who writes:

"I know from my personal experience that the Canadian Legion has 'got on with it'. Today it not only looks after the interests of Canadian ex-servicemen at home but also continues, as a member of the British Commonwealth Ex-Services League, to extend a helping hand to ensure that everyone who has worn the Queen's uniform shall have a friend in time of need."

Between world wars, it might have required a diligent search to find other than army veterans in the ranks of the Legion. This situation no longer exists. Today's Legion is equally concerned with the welfare of veterans of Navy, Army and Air Force and the current president of the Canadian Legion is a retired naval officer.

This book is recommended to all who would like to know more about the work



of the Legion, such as its fight for improved disability pensions, the support it gives to higher education through scholarships, the housing it provides for the elderly and its widespread co-operation with other public-minded organizations.—C.

SERVICE, The Story of the Canadian Legion, 1923-60, by Clifford H. Bowering; published by Dominion Command, Canadian Legion, Legion House, 465 Gilmour Street, Ottawa; 305 pages, illustrated; \$3.50.

APPRENTICE ANNUAL

PARENTS, who may have had qualms about sending their sons at the tender age of 16 years to train under the RCN's apprentice plan, will rest easier if a copy of the Naval Technical Apprentice Annual for 1960 comes into their hands.

Through 50-odd breezy, entertaining and enlightening pages, the editors of the annual have presented a cheerful

and heartening picture of the kind of training the naval technical apprentices are receiving and of the provision that has been made for their leisure hours.

The keynote is sounded in the foreword contributed by Commodore H. V. W. Groos, *Naden's* commanding officer:

"I believe that the training you receive here, the associations and activities in which you participate, and the friendships which you form, all help to produce a first-class junior leader with considerable technical ability, who is proud of the Navy and who will have a successful career in it."

For the rest, the book is made up of notes on school personalities, accounts of apprentice recreational and social activities, photographs and cartoons—in fact, it is a busy little compendium that will be read with interest by naval apprentices, past, present and future.—C.

NAVAL TECHNICAL APPRENTICE ANNUAL, 1960: 50 pages; illustrated. Available from Editor, NTAA, HMCS *Naden*, for \$1. Cheque or money order should be made payable to Apprentice Activity Fund.

LETTERS

Dear Sir:

The picture in the December issue of your fine publication showing the 1938-39 rugby team was very interesting indeed.

I must point out that you incorrectly described one of the people as Charles Street. This should have read Charles Sweet of the P and RT staff, HMCS *Naden*, who was a great friend of many of us there during the early part of the war.

Charlie was lost in HMCS *Athabaskan*.

Yours very truly,

D. G. SEDGEWICK
Lt.(S) RCN(R) (Ret)

University of New Brunswick,
Fredericton, N.B.

Lt.-Cdr. T. J. Bailey, Naval Headquarters, provides the additional information that the second last name in the caption should have appeared as "Banfield"—not "Bonfield".

Dear Sir:

I read with great interest the articles in the October and Christmas issues of *The Crownsnest* about "Hosaqami", the totem pole presented to HMS *Excellent* by the RCN.

Totem poles, being singular to the Canadian West Coast, are not found anywhere else in the world unless they have been transported there. In Eng-

land, besides Hosaqami, there is at least one other totem which was also presented by a seafaring man. This pole is about 16 feet tall and stands in a prominent place in the Whitby Museum. A plaque pinned to the wall close by explains the characters on the pole.

Whitby was the birthplace of Captain James Cook, the great navigator and explorer who charted the Pacific Coast. He made his headquarters in Nootka Sound, at the north end of Vancouver Island, where he wintered and repaired his ships.

This pole was fashioned by the Nootka Tribe of Indians and was presented to the Town of Whitby to commemorate Captain Cook's stay in Nootka Sound. It was the gift of another seafaring but not so distinguished Whitbyite who settled on Vancouver Island but at a very much later date. That man was my father.

GEO. F. WINTERBURN
Lt.-Cdr. RCN(R) (Ret)

988 Prospect Avenue,
North Vancouver, B.C.

Dear Sir:

In your September issue, the article "Seven Submarines" refers to the Canadian Navy's first two subs, the CC 1 and CC 2, which were purchased on the

authority of the Premier of British Columbia, just before the outbreak of World War I.

Your photo of the two subs, with the remark about their laying alongside at Esquimalt during WWI is correct to a point. I would like to add that they left there for the East Coast in the summer of 1917, arrived at HMC Dockyard, Halifax, on October 14, 1917, and were attached to HMCS *Guelph*, the patrol depot in the dockyard, for the duration of the war.

I well remember HMCS *Grilse*. It was the middle of 1917 before she was repaired and able to take her part in the patrolling of the Atlantic Coast area again.

W. L. CHIRGWIN

Sydney Mines,
Nova Scotia.

Dear Mr. Editor:

May I call attention to Mr. A. J. R. Smedley's letter in the December 1960 issue?

Mr. Smedley recalls that HMS *Kent* was sunk in Suda Bay, Crete, by Italian explosive motor boat. Herein he takes issue with Mr. J. M. Thornton, in the latter's "Naval Lore Corner" in the August 1960 issue.

I am only a "hobbyist" at this business, and I believe Mr. Smedley to be a professional sailor; nevertheless I think Mr. Smedley is mistaken.

On page 36 of the 1949-50 issue of *Jane's Fighting Ships* it states that HMS *Kent* was scrapped. This, then, would signify that Mr. Thornton is correct.

I have, among my notations, information to the effect that HMS *York*—one of the "half-sisters" pictured in Thornton's Christmas issue Corner—was sunk by the Italians in Suda Bay, Crete.

Am I correct?

Regards,

W. Y. TUCKER

PO Box 38,
New Glasgow, N.S.

NOTE: The earlier letter would appear to have confused the *Kent* with the *York*. HMS *Kent* was torpedoed by aircraft on September 17, 1940, and was out of action for 12 months, having been bombed by aircraft in Plymouth while undergoing repair.

HMS *York* died a long and agonizing death. She was hit by a torpedo fired by a small craft in Suda Bay on March 26, 1941, and was beached. She was shaken up and received underwater damage from near misses during aircraft raids April 22-24. Further damage resulted from bombing on May 16. She received two direct hits and was also damaged by three near misses on May 19. There were two near misses on May 19 and a direct hit on May 20, the day Crete was invaded. On May 22, although only superficial damage resulted from another bombing, it was noted: "No further flooding was possible. Ship abandoned."—Ed.

THE NAVY PLAYS

Naden Out Front In Volleyball

Twenty-two entries from ships and establishments played through a hectic one-day West Coast volleyball tourney until, in the finals, Naden defeated Comsuptac three games to one for the laurels. Forty-four games were played during the day.

La Hulloise Excels In Field Events

The *La Hulloise*, of the Ninth Escort Squadron, won the first RCN tabloid of sports of Wintex 61 at Ireland Island, Bermuda, on January 21. Her team amassed 59 points.

Haida "A" was second with 56 points and *Swansea* and *Nootka* third with 55.

Other standings included *Cape Scott* "B" 49; *Buckingham* 48; *Haida* "B" 44; *Nootka* "B" 38 and *Cape Scott* "A" 36.

The 10-man teams, from ships of the First, Seventh and Ninth Squadrons, plus the *Cape Scott*, competed in nine events on Moresby Plains.

Events included 100-yard dash, discus throw, standing broad jump, javelin throw, high jump and 25-yard sack race.

Haida "A" won the tug-o'-war over *Cape Scott* "B" and *Nootka* "B" won over *Buckingham*.

The tabloid was arranged by Lt.-Cdr. R. P. Mylrea and implemented by CPO A. E. Coe and a staff of PTIs assigned to Wintex 61.

Sports Council For Youngsters

The 1,100 citizens of Shannon Park naval married quarters, through their elected welfare committee, have organized a sports council to give assistance to existing sports clubs and groups in Shannon Park, and to promote the formation of new ones as necessary, particularly for the Park's 1,900 children.

CPO Bill McMillen is chairman, PO Ephie Carriere, secretary.

Members are CPO Reg MacMillan, PO Joe Scott, CPO Robert W. Bradstock, PO Dick Shelton, CPO Don Newman and PO Ron Eldridge.

Since its inception on January 10, the sports council has successfully promoted



Wren Mona Moir, of Cornwallis, was the official piper for the opening of the Western Counties Bonspiel at Digby, N.S., late in January. She is shown surrounded by members of the RCN rink from Cornwallis. Left to right are CPO Jack Ross, skip; PO Pat Fitzsimmonds, second; PO Gordon Martindale, mate; Wren Moir, piper, and CPO Roy Coupe, lead. The Ross rink won the right to enter the bonspiel in a single knockout tournament. (DB-14810)

a junior gym program for children seven to 12 years old, with an initial attendance of over 200; a teen-age gym program with a start of over 90; and a teen-age boys basketball team.

Financial assistance was given to the peewee hockey league which is composed of four teams, made up of 90 Shannon Park boys.

Plans are afoot for assistance to adult groups, such as organization of a bowling league to start when the "Shannon Lanes" open on April 1. The feasibility of having bingo games is being investigated.

Flag Officer Heads RCNSA

The Royal Canadian Navy Sailing Association held its biennial general election of officials in December. The new officers are: Rear-Admiral E. W. Finch-Noyes, commodore; CPO C. F. Church, vice-commodore; Cdr. C. L.

Moffard, rear-commodore; and Superintendent K. N. W. Hall, RCMP, rear-commodore.

Named to the executive were: Captain J. M. Doull, chairman; Lt.-Cdr. J. N. Donaldson, secretary-treasurer, and members Lt.-Cdr. E. G. Fisher, Captain Frank Harley, Cdr. T. W. Maxwell, Lt.-Cdr. T. E. Appleton, RCN(R), and CPO L. O. Bell.

Also announced in December by the RCNSA was the award of the 1960 RCNSA championship to Lt.-Cdr. G. H. F. Poole-Warren of the Ottawa Squadron. He had an average of 1,681.2 points.

Shearwater Wins Bowling Honours

The *Shearwater* "A" bowling team captured top honours in the Atlantic Command Bowling tournament in mid-January, while PO S. G. Jamieson took high average, Ld. Sea. J. F. Veysey high

single, and Ldg. Sea. D. W. Moon high triple. All are from *Shearwater*. The air station's "A" team had high team triple and "B" team high team single.

Teams were entered from *Stadacona*, *Cornwallis*, Sixth Submarine Squadron, *Bonaventure*, *Granby*, First, Third and Fifth Escort Squadrons and Albro Lake Radio, as well as *Shearwater*.

Shearwater "A" led with a pinfall of 7,075 and 12,075 points, Stad "A" pinfall was 6,225 for 9,225 points, *Shearwater* "B" had 6,391 pinfall for 8,391 points and *Cornwallis* "A" was fourth with a pinfall of 6,357 for 8,357 points.

Sea Cadets Top Junior Rugby

In Victoria the Sea Cadets top the Junior Rugby League and recently scored their fifth straight victory and fifth shutout. Other teams in the league are PPCLI Cadets in second place, Oak Bay Whites, Oak Bay Reds, Canadian Scottish and Air Force Cadets in that order.

Assiniboine Takes Hockey Title

The Assiniboine in late December captured the Pacific Command Hockey championship. Eight teams fought it out for the honours and the Assiniboine downed finalist *Naden* for the trophy.

Reinforced Team Too Much for Navy

Navy's West Coast hockey team took a 7-2 drubbing at the Memorial Arena at the hands of the Independent Athletic Association, which was bolstered by four former Army players.

Navy previously clobbered Army 13-5, after which the Army dropped out of

the league and their slot was filled by a select up-Island team from Port Alberni. League standings at the end of January were: Navy, 18 points, Patterson, 16, IAA, 12, and Port Alberni, 2.

Judo Club Has Thirty Members

An up-and-coming sport in the Atlantic Command is judo and, according to CPO E. C. Fraser, president of the *Stadacona* Judo Club, there are about 30 members working out regularly.

The first tournament to be held in Halifax was to get under way in late January. Teams were promised by *Stadacona*, RCAF Greenwood, Dartmouth "Y", Sydney and Yarmouth.

Photo Out-Curls Meteorology

The Photographic Section at *Shearwater* once again captured the Skylark Trophy by defeating the Meteorological Section in a two-game total-point series at the Dartmouth Curling Club. The game—curling.

Photo Section went down to defeat in the first game, 7 to 5, but rallied in the second game to clobber the weathermen 11 to 4 to take the game, series and trophy. Lt. Eric Haywood skipped the Photo people to the win and CPO Hodgins skipped the Met team.

Scallop Trophy To Stadacona

A *Stadacona* rink skipped by Jack Quackenbush won the new Scallop Trophy in a three-day bonspiel sponsored by the Digby Curling Club. The trophy, a presentation by the Digby Club, is a beautiful silver shell plaque

and goes to the skip of the winning team at the close of play in the 'spiel.

Thirteen rinks from *Stadacona*, *Shearwater*, *Cornwallis*, Maritime Air Command and the host club participated. General arrangements were under the direction of W. L. Troop, president of the Digby Curling Club.

New Angle for RCN Anglers

The Royal Canadian Navy Anglers' Association on the West Coast has dropped its annual derby day in favour of a month-long derby with entries eligible from all fishing waters from William Head to Cowichan Bay.

CPO Bert Dodd, president, said the new program is in the interest of salmon conservation and the emphasis will be on fishing for sport, with buttons and trophies taking the place of cash prizes.

He also indicated that trout and bass fishing will relieve the pressure from salmon fishing, and that the reason more members have not participated in fresh water fishing was the lack of information on fishing grounds.

Members voted to include smallmouth bass and tyee salmon in their button competitions. Jack Miller presented a special hand-made trophy for trout competition.

They also voted to make trout, tyee and bass entries eligible from anywhere on the Island and to tie in with the *Daily Colonist* King Fisherman contest. However, coho and spring salmon will be kept to club fishing waters—William Head to Cowichan Bay.

All cash prizes have been eliminated and cost of memberships were reduced. New fees are \$1.50 for regular members, \$1 for lady members and 50 cents for children.



RETIREMENTS

CPO FREDERICK HAROLD RAY ALLEN, C1ST4, of Halifax, N.S., joined January 27, 1941; served in Naden, Givenchy, Chedabucto, Venture, Stadacona, Provider, Scotian, St. Stephen, Iroquois, Cape Breton, Cape Scott; awarded CD; retired January 26, 1961.

PO JOHN RICHARD BURROWS, P1BN4, of Kingston, Ont., joined RCNVR June 17, 1941; transferred RCN January 14, 1946; served in Kingston Division, Stadacona, Hepatica, Shelburne, Gate Vessel I, HMS Arethusa, Niobe, Algonquin, Naden, Cataragui, Peregrine, Scotian, Haida, Magnificent, Nootka, La Hullose, Micmac, Shearwater, Quebec; awarded the LS and GC Medal; retired January 13, 1961.

CPO FREDERICK GEORGE CUNNINGHAM, C2ER4, of Toronto, Ont., joined January 27, 1941; served in Naden, Stadacona, NOIC Sydney, Medicine Hat, Hunter, Peregrine, Niobe, Minas, Sioux, Givenchy, Ontario, Magnificent, Sault Ste. Marie, Beacon Hill, Crusader, Cayuga, New Waterford; awarded CD; retired January 26, 1961.

CPO DANIEL WILLIAM GEARING, C2ET4, of Hamilton, Ont., joined RCNVR August 7, 1931; RCN August 18, 1934 to August 17, 1948; re-entered RCN January 6, 1950; served in Stadacona, Saguenay, St. Laurent, Skeena, HMS Dominion, Cornwallis, Avalon, Annapolis, French, Inch Arran, Provider, Scotian, Sans Peur, Iroquois, Haida, Star, Shearwater, Huron, Donnacona, Quebec, Niobe, HMS Dolphin, HMS Maidstone, HMS Tyne (S/M), HMS Chaser (S/M), Nootka; awarded LS and GC; retired January 5, 1961.

CPO JOHN CAMPBELL GRANT, C2ER4, of Swift Current, Sask., joined January 27, 1941; served in Naden, Malpeque, Minas, Stadacona, Hochelaga, Grandmere, Regina, Avalon, New Glasgow, Cornwallis, Peregrine, Inch Arran, Petrolia, Orangeville, Huntsville, Scotian, Givenchy, Rockcliffe, Crescent, Magnificent, Iroquois, Haida, Wallaceburg, Swansea, Outremont; awarded CD; retired January 26, 1961.

PO ANGUS ALEXANDER GRAY, P1BN4, of Outlook, Sask., joined January 27, 1941; served in Naden, Stadacona, HMS Ranpura, Restigouche, Annapolis, HMS Quebec, HMS Copra, Protector, Royal Mount, Niobe, Warrior, Givenchy, Uganda, Nootka, Iroquois, Portage, Haida, Bytown, York, La Hullose, St. Stephen, Cornwallis, Coverdale, Shearwater, Magnificent, Acadia, Cape Breton; awarded CD; retired January 28, 1961.

CPO GORDON BOUCHER HAND, C1CM4, of Stittsville, Ont., joined September 13, 1937; served in Stadacona, Fundy, Ottawa, Restigouche, Niobe, Kings, Bytown, Chatham, Givenchy, Naden, Peregrine, Ontario, Quebec, Shearwater, Hochelaga, Donnacona; awarded LS and GC Medal; retired January 27, 1961.

CPO WILLIAM HIBBERT, C1ER3, of Victoria, B.C., joined RCNR December 20, 1934; transferred RCN January 12, 1936; served in Naden, Skeena, St. Laurent, Restigouche, Givenchy, Stadacona, Avalon, Strathadam,

Niobe, Ontario, Rockcliffe, Sioux, Tecumseh, Discovery; awarded LS and GC Medal; retired January 11, 1961.

CPO CHARLES ERIC JOHNSON, C1ER4, of Lunenburg, N.S., joined January 16, 1940; served in Naden, Stadacona, Fundy, Niagara, Rosthern, Avalon, Cornwallis, Hunter, Hochelaga, Poundmaker, Peregrine, Scotian, HMS Puncher, Nootka, La Hullose, Haida, Magnificent; awarded CD; retired January 15, 1961.

CPO WILLIAM AMBROSE KELLY, C1BN4, of Eckington, Derbyshire, England, joined January 12, 1936; served in Naden, Skeena, Fraser, HMS Excellent, Ottawa, Stadacona, Assiniboine, Avalon, Cornwallis, Givenchy, Prince David, Niobe, Cayuga, Ontario, Royal Roads; awarded LS and GC Medal; retired January 24, 1961.

PO CHARLES SAMUEL LLEWELLYN, P1WV2, of Parrsboro, N.S., joined January 27, 1941; served in Naden, Prince Henry, Star, Stadacona, Cornwallis, Avalon, Vegreville, Oakville, Saskatoon, Niobe, HMS Osprey, Crusader, Woodstock, Givenchy, Scotian, Lloyd George, Micmac, Haida, Nootka, Bytown, York, Llewellyn, Huron, Portage, Wallaceburg, Minas, Sault Ste. Marie, Ottawa, Iroquois; awarded CD; retired January 26, 1961.

CPO ROBERT LEROY MACDONALD, C1LT4, of Truro, N.S., joined January 27, 1941; served in Naden, Givenchy, NOIC Prince Rupert, Chatham, Dundas, Stadacona, St. Hyacinthe, HMS Stayner, Niobe, Orangeville, Avalon, Burrard, Uganda, Gloucester, Bytown, Magnificent, Quebec, St. Laurent; awarded CD; retired January 26, 1961.

CPO DAVID HERBERT NELSON, C1WS4, of Winnipeg, Man., joined RCNVR September 20, 1939; transferred RCN January 10, 1940; served in Regina Division, Naden, RNO Vancouver, Prince Robert, Stadacona, Cornwallis, Niobe, Athabaskan, RNB Chatham, Glasgow, Minotaur (Ontario), Peregrine, Avalon, Eastview, Ontario, Cayuga, Star, Patriot, Saguenay; awarded BEM June 1946; retired January 9, 1961.

CPO JAMES EDWARD O'GORMAN, C2PW3, of Perth, Ontario, joined RCNVR January 10, 1941; transferred RCN October 23, 1941; served in Kingston Division, Stadacona, Bytown, HMS Moorson, Niobe, Ribble, Peregrine, RCNAS Dartmouth, Magnificent, Carleton, Donnacona; awarded CD; retired January 17, 1961.

CPO CHESTER PADGET, C2WU4, of Radisson, Sask., joined January 15, 1940; served in Naden, Stadacona, Assiniboine, Moose, Hochelaga, Rimouski, Cornwallis, Algoma, Iroquois, Cayuga, Athabaskan, Bytown, Niagara, Ontario, Stettler, Unicorn, Chippawa; awarded CD; retired January 14, 1961.

CPO GERALD REDDEN, C1HT4, of Windsor Forks, N.S., joined RCNVR July 5, 1941; September 27, 1945; transferred RCN May 3, 1946; served in Stadacona, Preserver, Chaleur

II, Cornwallis, Hochelaga, St. Boniface, Scotian, Peregrine, Haligonian, Bytown, Iroquois, La Hullose, Haida, Shearwater, Magnificent; awarded CD; retired January 15, 1961.

PO WILLIAM LESLIE STEVENSON, P2SN2, of Port Aux Baux, Newfoundland, joined November 18, 1940; served in Naden, Stadacona, HMS Chitral, Hochelaga, Port Hope, Cornwallis, Montreal, Valcartier, HMS Puncher, Niobe, HMS Ferret, Orkney, HMS Londonderry, Bytown, Warrior, Micmac, Nootka, Swansea, Haida, Huron, New Liskeard, Iroquois, Wallaceburg, Prestonian, Algonquin; awarded CD; retired January 25, 1961.

CPO ALBERT CHARLES STUART, C2LT4, of St. Stephen, N.B., joined January 29, 1940; served in Naden, Stadacona, Hepatica, Quinte, Cornwallis, Chaleur, Hawkesbury, Avalon, Peregrine, Niobe, HMS Glory, Warrior, Scotian, New Liskeard, Albro Lake radio station, Cowichan, Gaspe, Shelburne, Lauzon; awarded CD; retired January 28, 1961.

CPO JAMES WALLER, C2CM4, of Victoria, B.C., joined September 21, 1937; served in Naden, Stadacona, Assiniboine, St. Croix, Saguenay, Avalon, Ottawa, Hochelaga, Provider, Cornwallis, Protector II, Givenchy, Kokanee, Collingwood, Peregrine, Scotian, Antigonish, Ontario, Crusader, Royal Roads, Unicorn, Cayuga, Donnacona; awarded CD; retired January 31, 1961.

CPO RAYMOND WHATMAN, C2RP3, of Peterborough, Ont., joined January 27, 1941; served in Naden, Prince Henry, Cornwallis, Stadacona, Chignecto, Givenchy, Niobe, HMS Excellent, HMS Nigeria, HMS Jamaica, Peregrine, Grou, Ontario, Crusader, Micmac, Cayuga, Crescent, Assiniboine; awarded CD; retired January 26, 1961.

CPO NORMAN BERNARD WHYCLIFFE HILL, C2RP4, of Moose Jaw, Sask., joined January 27, 1941; served in Naden, Stadacona, Restigouche, Annapolis, Sackville, Avalon, Peregrine, St. Hyacinthe, Algonquin, Niobe, Warrior, Ontario, HMS Dryad, Athabaskan, Niagara, Algonquin, Skeena; retired January 26, 1961.

CPO DONALD ALBERT WILKINSON, C2WS4, of Toronto, Ont., joined January 15, 1940; served in Naden, Stadacona, Saguenay, Venture (Nootka) Prince David, Port Colborne, Niobe, Grou, HMS Ferret, Cornwallis, Tillsonburg, Scotian, Nootka, Magnificent, Shearwater, Micmac, Crescent, Algonquin, Crusader, Sioux; awarded CD; retired January 14, 1961.

CPO ROBERT BAY YOUNG, C2ER4, of Strathmore, Alta., joined January 27, 1941; served in Naden, Stadacona, Prince Henry, Lethbridge, Cornwallis, Dundas, Port Colborne, Thetford Mines, Peregrine, Charlottetown II, Cayuga, Rockcliffe, Sault Ste. Marie, Quebec, Algonquin; awarded CD; retired January 27, 1961.

OFFICERS' RETIREMENTS

LT. GEORGE L. ANDERS, CD, of Victoria, joined the RCNVR as a writer August 12, 1940, transferred RCN July 15, 1941, promoted to commissioned rank July 1, 1953. Lt. Anders served in *Naden*, *Givenchy*, *Prince David*, *Niobe*, *Magnificent*, *Ontario*, *Stadacona*, *Shearwater*, *Cornwallis*; last appointment, on staff of Flag Officer Pacific Coast; commenced leave on January 5, 1961, retires on June 19, 1961.

CDR. DONALD SYDNEY KENYON BLACKMORE, CD and two clasps, of Nelson, B.C., and Ottawa, joined October 9, 1928, as boy seaman, promoted warrant rank August 15, 1941; Cdr. Blackmore served in *Naden*, *Vancouver*, *Stadacona*, *HMS Victory I*, *HMS Hood*, *Skeena*, *Fraser*, *HMS Pembroke*, *HMS Comet*, *Restigouche*, Naval Headquarters, HMC Signal School, Halifax, *Venture*, *Niobe*, *HMS Wanderer*, *St. Hyacinthe*, *HMS Malabar*, *Somers Isles*, *Givenchy*, *Shearwater*, *Beacon Hill*, *Coverdale*, *Bytown*, *Gloucester*; last appointment, Commanding Officer HMCS *Gloucester* and Senior Officer Supplementary Naval Radio Stations; commenced leave February 7, 1961, retires November 24, 1961.

CDR. LOUIS ADRIAN BOWN, CD, of Belle Island, Nfld., and Halifax, joined the RCNVR as a lieutenant October 2, 1940, transferred RCN September 9, 1946. Cdr. Bown served in *Avalon*, *Givenchy*, *Naden*, *Stadacona*, *Warrior*, *Niobe*, *Magnificent*, *Bytown*, *Niobe II*, *Bonaventure*, *Shearwater*, last appointment was Electrical Officer, *Shearwater*; commenced leave December 1, 1960, retires May 30, 1961.

LT.-CDR. J. G. J. RENE GRATTON, CD, Mention-in-Despatches, of Quebec City and Montreal, joined RCNVR as sub-lieutenant October 26, 1942, transferred RCN (SSA) April 20, 1951, and permanent force January 7, 1954. Lt.-Cdr. Gratton served in *Brunswick*, *King's*, *Stadacona*, *Pictou*, *Venture*, *Longueuil*, *ML-057*, *ML-055*, *ML-082*, *St. Catharines*, *Carlplace*, *Protector*, *Hochelaga*, *Chaleur Montcalm*, *Bytown*, *Carleton*, *Donnacona*; last appointment, Area Recruiting Officer Quebec and North Eastern Ontario; commenced leave January 21, 1961, retires April 20, 1961.

LT.-CDR. BENJAMIN CHARLES HAMILTON, CD, of Montreal and Ottawa, Ont., served in the Royal Navy from May 1940 to July 1945, entered the RCN (Reserve) February 16, 1949, transferred RCN March 5, 1951, as a Lt.-Cdr. He has served in *Bytown*, *New Glasgow*, *Jonquiere*; last appointment, on staff of Director of Naval Ship Requirements, Naval Headquarters; commenced leave December 6, 1960, retires March 5, 1961.

LT.-CDR. LLOYD IRWIN JONES, CD, and clasp, of Vancouver and Victoria, joined May 6, 1929, as a boy seaman, promoted to warrant rank May 21, 1941. Lt.-Cdr. Jones served in *Naden*, *Vancouver*, *HMS Victory*, *HMS Warspite*, *Skeena*, *HMS Vernon*, *Armenieres*, *HMS Nelson*, *Assiniboine*, *Stadacona*,

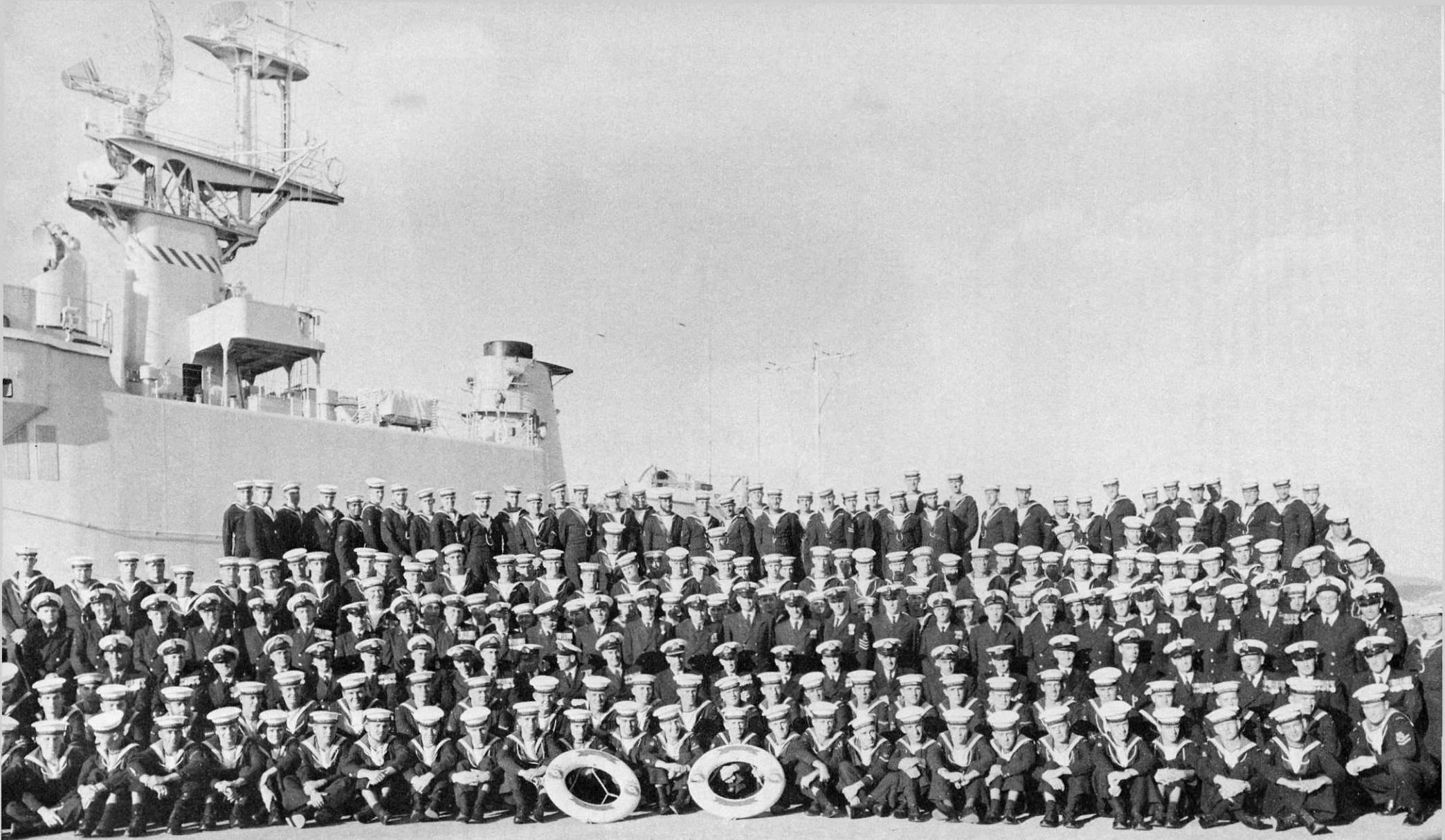
HMS Acheron, *HMS Broadwater*, *HMS Dryad*, *Niobe*, *Ottawa*, *Cornwallis*, *Haida*, *Warrior*, *Rockcliffe*, *Bytown*, *Discovery*, *New Liskeard*, *Portage*, *Crescent*, *Brockville*, *Malahat*; last appointment, Staff Officer Administration, HMCS *Malahat*; commenced leave January 5, 1961, retires August 21, 1961.

LT. LESLIE CHARLES KARAGIANIS, CD and Clasp, of Cardiff, Wales, and Victoria, joined the Royal Canadian Naval Reserve

February 11, 1930, as an AB, transferred RCN December 20, 1932; promoted to warrant rank June 1, 1942. Lt. Karagianis served in *Naden*, *Stadacona*, *Festubert*, *Champlain*, *Vancouver*, *HMS Pembroke*, *HMS Victory*, *HMS Drake*, *Fraser*, *St. Laurent*, *Assiniboine*, *Niobe*, *Warrior*, *Quebec*, *Unicorn*; last appointment, *Unicorn* as Recruiting Officer, Saskatoon; commenced leave December 26, 1960, retires August 13, 1961.



This interior scene was taken on board the most up-to-date ship in the RCN—in 1938. The ship was the River class destroyer, HMCS *Fraser*, and proof of her modernity lies in the steam radiator astern of AB Roy Chapman. Hammocks such as those stowed in the netting at the left, were to be considered standard sleeping accommodation for another 15 years. Ships communicated by wireless and no radio sets were borne. But asdic operators, like AB (later CPO) Chapman, knew how to add an antenna to their highly-classified "124" asdic set, tinker with the circuit, and listen to radio broadcasts when they tired of pinging.

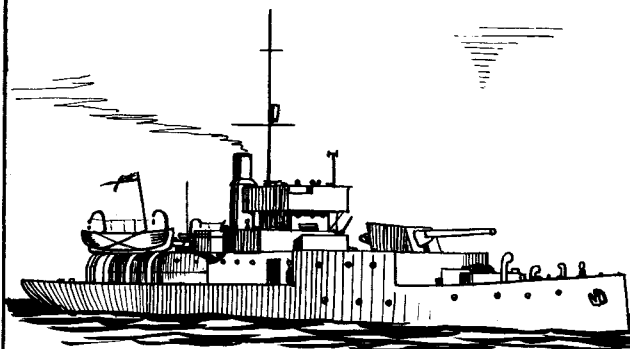


FAMILY PORTRAIT—It was a warm, sunny day in Ponta Delgada, in the Azores, when the officers and men of HMCS Columbus assembled for this picture for the family album. The photograph was taken last fall on the Columbia's Africa cruise during which she visited Lagos, Nigeria, to represent Canada at Independence Day celebrations. (HS-62977)

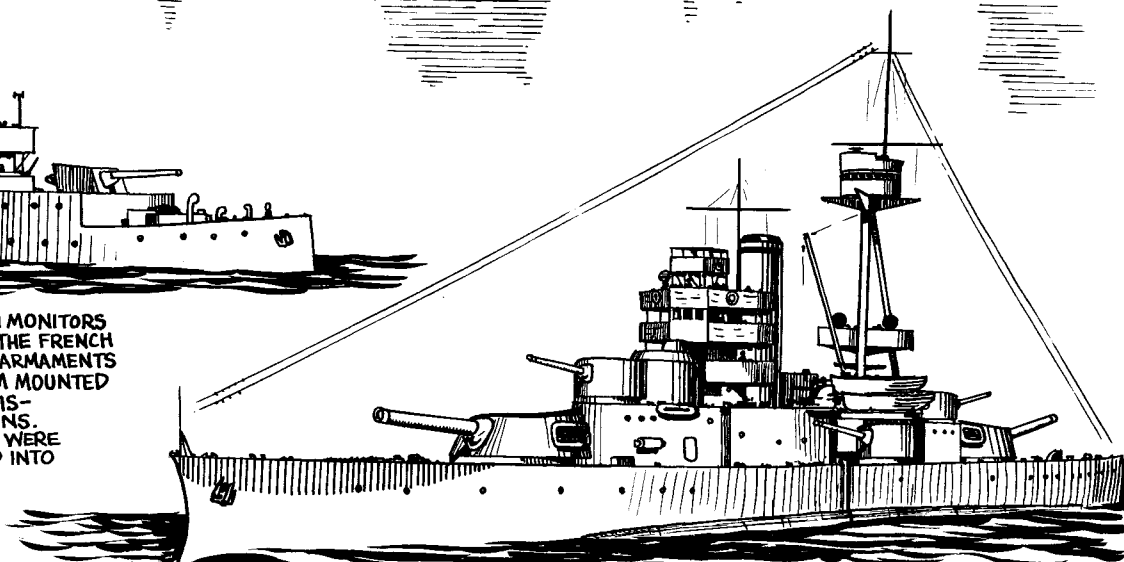
Naval Lore Corner

Number 90

MONITORS: SOME REPRESENTATIVES
OF A VANISHED BREED...

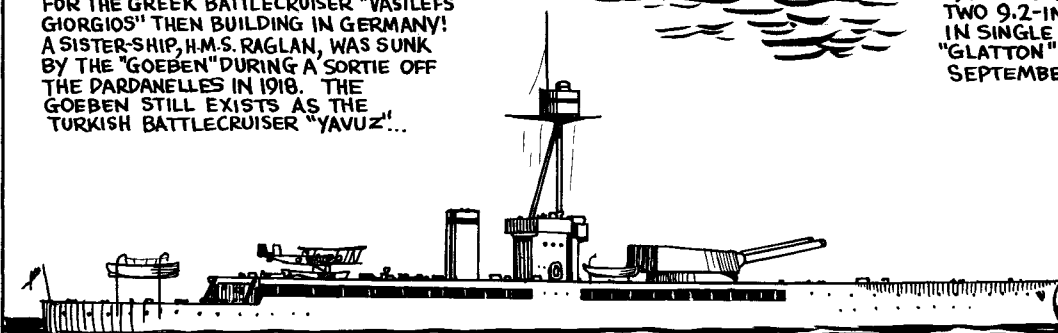


"M" CLASS OF SMALL BRITISH MONITORS BUILT IN 1915 TO BOMBARD THE FRENCH AND DUTCH COASTS. THEIR ARMAMENTS VARIED, BUT MOST OF THEM MOUNTED A SINGLE 7.5-INCH GUN. DISPLACEMENT WAS 540 TONS. SEVERAL OF THESE UNITS WERE SUBSEQUENTLY CONVERTED INTO MINELAYERS...

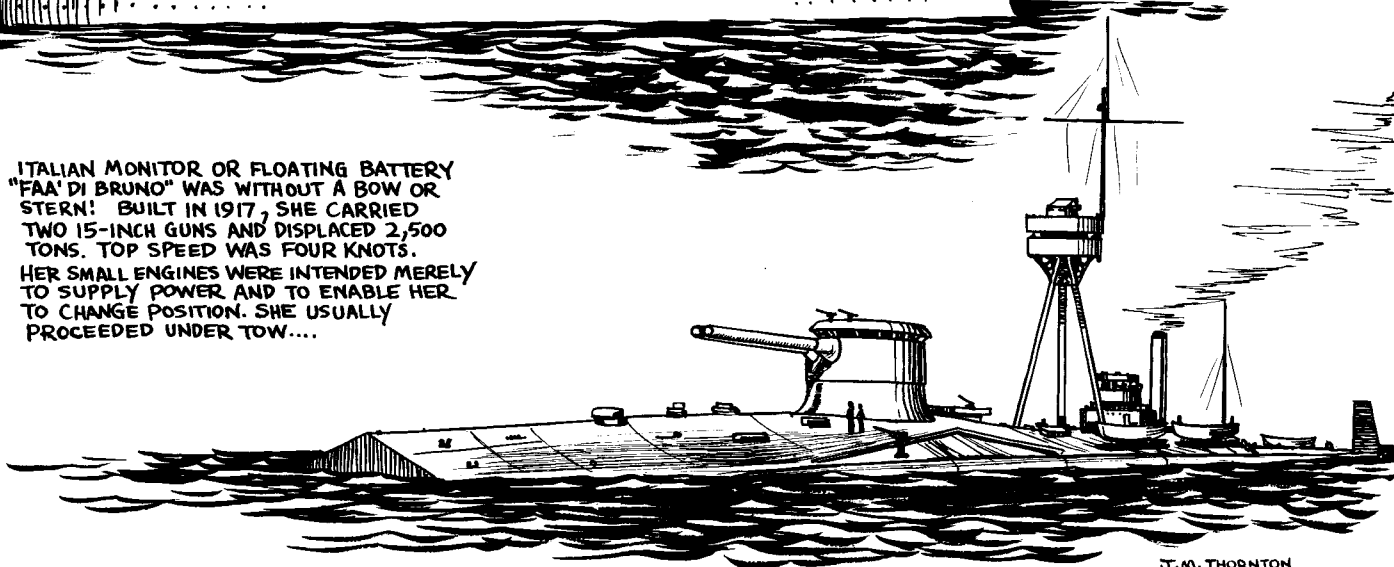


BRITISH MONITORS "ROBERTS", "ABERCROMBIE", AND "HAVELOCK" (1915), OF 6,150 TONS, EACH MOUNTED TWO 14-INCH BETHLEHEM GUNS WHICH WERE BUILT IN THE U.S.A. AND INTENDED FOR THE GREEK BATTLECRUISER "VASILEFS GIORGIOS" THEN BUILDING IN GERMANY! A SISTER-SHIP, H.M.S. RAGLAN, WAS SUNK BY THE "GOEBEN" DURING A SORTIE OFF THE DARDANELLES IN 1918. THE GOEBEN STILL EXISTS AS THE TURKISH BATTLECRUISER "YAVUZ"...

H.M.S. GORGON (ABOVE) WAS ORDERED IN 1913 FOR THE ROYAL NORWEGIAN NAVY AS A COAST DEFENSE SHIP AND PURCHASED BY THE ROYAL NAVY UPON COMPLETION IN 1915. OF 5,700 TONS, SHE MOUNTED TWO 9.2-INCH AND SIX 6-INCH GUNS IN SINGLE TURRETS. HER SISTER-SHIP "GLATTON" BLEW UP AT DOVER IN SEPTEMBER, 1918...



ITALIAN MONITOR OR FLOATING BATTERY "FAA' DI BRUNO" WAS WITHOUT A BOW OR STERN! BUILT IN 1917, SHE CARRIED TWO 15-INCH GUNS AND DISPLACED 2,500 TONS. TOP SPEED WAS FOUR KNOTS. HER SMALL ENGINES WERE INTENDED MERELY TO SUPPLY POWER AND TO ENABLE HER TO CHANGE POSITION. SHE USUALLY PROCEEDED UNDER TOW....



Roger Duhamel

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