

The CROWSNEST



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THE ROYAL CANADIAN NAVY'S MAGAZINE

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The Cover—Five frigates abreast, each showing the “not under command” hoist of two black balls, move slowly astern under the urgings of harbour tugs from Jetty Three to Jetty Two in Halifax dockyard. Photographer AB Barry Squirrel recorded the scene while on another assignment. From inboard the ships are the *Lanark*, *Fort Erie*, *Outremont*, *La Hullose*, and *Inch Arran*. (HS-66041)

LADY OF THE MONTH

Bemused by the smooth, ultra-modern lines of the newer destroyer escorts, people may forget that there are other dashing and handsome warships in the Royal Canadian Navy.

Among these is HMCS *Athabaskan*, Halifax-built, post-war unit of the famous Tribal class, pictured on the opposite page during Exercise New Broom X last April.

The *Athabaskan*, which inherited her illustrious name from the Canadian Tribal lost in a pre-D-Day Channel action, is senior ship of the Third Canadian Escort Squadron and is currently commanded by Captain G. C. Edwards. (HS-64756-81)

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RCN NEWS REVIEW

Straining at the leash, so to speak, a Banshee jet fighter is poised over the steam catapult on board the Bonaventure, ready for the take-off. (BN-4270)

Benevolent Fund Donations Sought

A campaign to encourage naval personnel to contribute to the RCN Benevolent Fund through pay assignments has been launched with the concurrence of Naval Headquarters.

Chairman of the special assigned pay campaign is CPO Ronald C. Crawford, of the RCN recruiting staff at London, Ontario, who will make his headquarters at the Benevolent Fund head office for the duration of the drive.

The object of the campaign is to interest serving personnel in the work of the fund and to encourage as many officers and men as possible to contribute by assigned pay. It has been occasioned by a decline in personal assignments to 14 per cent of the RCN's complement and a large decrease in donations from ships' funds and messes.

Full Program for West Coast Ships

Four destroyer escorts of the Second Canadian Escort Squadron left Esquimalt September 10 to begin local exercises with a Joint Maritime Warfare School class embarked. The four were the *Assiniboine*, *Margaree*, *Skeena* and *Fraser*.

The *Skeena* went to Vancouver September 16 and 17 for a cruise for cadets of the University of B.C. The squadron participated in a national exercise September 25 to 30 then prepared to take part in Exercise Seashell with units of the U.S. Navy off the Pacific Coast.

The *Sussexvale*, *Stettler*, *Antigonish*, *Ste. Therese* and *Beacon Hill* of the Fourth Escort Squadron left Esquimalt September 10 for local exercises with Joint Maritime Warfare School classes embarked, then began squadron exercises. The squadron also took part in national exercises September 25 to 30.

The *Fortune*, *James Bay*, *Miramichi* and *Cowichan* sailed from Esquimalt

September 5 for RCN-USN minesweeping exercises in southern California waters during which they visited Long Beach before returning September 25 and joining other units on the national exercise and preparing for Seashell.

The *Grilse* spent the first part of the month on maintenance in Esquimalt, then took part in local exercises. The submarine left Esquimalt September 20 to prepare for Exercise Seashell.

Nearly 19,000 Attend Navy Day

More than 18,700 people viewed Canadian and American warships on Navy Day, August 5, in Halifax. Of the total, more than 17,000 visited the dockyard and the aircraft carrier *Bonaventure*, berthed at the Gunwharf on the other side of the harbour. A further 1,700 went through the aircraft carrier USS *Essex*, berthed at a National Harbours Board pier in downtown Halifax.

This was the first time that Navy Day was held on a Saturday afternoon in Halifax. In other years, the event was scheduled for a Wednesday, except for 1949 when naval celebrations lasted for a week in conjunction with the Halifax bicentennial and, 1959, when Navy Day covered two days in recognition of the Dockyard bicentennial.

How To Make A Diver Duck

Entertainment provided by clearance divers during Navy Day at Halifax on August 5 literally backfired.

Children ranged along the Jetty 5 camber in HMC Dockyard were provided with fishing poles and lines. The frogmen, out of sight in the murky harbour waters, attached bottles of pop, sea shells or just plain junk to the lines.

So what happened?

The lucky youngsters drank their pop and, when the divers surfaced, the unlucky ones pelted them with sea shells, nuts and bolts.

The theme this year was "Welcome Aboard" and visitors indeed were welcomed on board the Canadian and American ships throughout the yard and elsewhere. There were the usual live displays as well, but the ships were meant to be, and succeeded in being, the big drawing cards. Four ships, representing the main classes in use in the RCN today, provided special tours. They were the *St. Croix*, *Huron*, *New Waterford* and *Thunder*. The *Bonaventure* drew almost 3,000 and one of the special tour destroyer escorts logged an equal number crossing its brows.

A military band of amateurs from USS *Essex* under Ensign Glen Brown made its public debut on the Dockyard parade square as part of the American contribution. UNTDs from HMCS *Cornwallis* performed massed PT and box horse gymnastics.

Harbour tours in yardcraft were reintroduced this year and ran to full capacity all afternoon. So did the ever popular mule train rides throughout the yard for children.

Although hampered somewhat by cloud conditions, the air show included an imposing flypast over the dockyard area by a variety of naval aircraft.

One of the most popular live displays was put on by naval firemen, who rescued a "fire victim" from a roof shrouded in thick, reddish artificial flame and smoke.

Stirring music was provided by the *Stadacona* band, while PTIs first clowned, then performed textbook trampoline acts. The Sixth Submarine Division put on Crossing-the-Line cere-

mony at Jetty 5 camber. This has been an annual contribution of the British submariners.

Three Officers To Serve in Ghana

One RCN officer and two RCN (Reserve) officers have been appointed to serve with the Canadian Training Team to Ghana. They are Lt. Jack Dexter, RCN, Lt. (S) William Zaslow-sky, RCN(R), and Instructor Lt. Harold Paddock, RCN(R).

Lieutenants Zaslow-sky and Paddock already have left for Ghana and Lt. Dexter was to leave later in the fall. They will be academic instructors at the Ghanaian Military Academy. The academy is situated outside of Accra, the capital.

The three officers took a two-week familiarization course on Ghana at Camp Borden, Ontario.

Ships, Aircraft Exercise in North

The Navy and RCAF carried out anti-submarine training in northern waters in late September and early October.

Participating were the aircraft carrier *Bonaventure*, five destroyer escorts and the Royal Navy submarine *Aurochs*, RCAF Maritime patrol aircraft from Greenwood and Summerside air bases, and the USN tanker *Neosho*.

The first four ships sailed on September 22, from Halifax. They were the *Bonaventure*, with anti-submarine Trackers and helicopters embarked, and the destroyer escorts *Restigouche*, *St. Croix* and *Haida*.

During the first portion of the exercises, operations teams and aircrews carried out procedures and tactics absorbed earlier at the Joint Maritime Warfare School in Halifax. More than 100 officers and men took the operations team training course and school representatives were assigned to each of the ships to conduct the various exercise serials.

The units then steamed further north to the Hudson Straits area for exercises scheduled by Rear-Admiral K. L. Dyer, Maritime Commander Atlantic. The forces were joined by the Halifax destroyer escorts *Algonquin* and *Huron*, and RCAF maritime aircraft.

Commodore Michael G. Stirling, Senior Canadian Officer Afloat (Atlantic), was embarked in the *Bonaventure* and commanded the latter exercise.

The large tanker *Neosho*, provided by the USN, made possible the extended operations in northern waters.

Halifax Greets German Warship

An enthusiastic welcome was given the West German frigate *Graf Spee* during her week-long visit to Halifax in August. It was the first time a German warship had visited the port since 1937.

The *Graf Spee*—the former HMS *Flamingo*, a "Black Swan" class sloop—is named after Count Maximilian von Spee, German sea hero, who defeated Admiral Cradock's squadron off Coronel in 1914, only to suffer a heavy defeat in the Battle of the Falkland Islands, during which he went down with his ship,

RCN PERSONNEL CEILING RAISED TO 21,749

THE ROYAL CANADIAN NAVY is engaged in a recruiting program designed to bring its complement up to the new authorized ceiling of 21,749.

Announcing an increase in the overseas and naval forces assigned to NATO, Prime Minister John Diefenbaker said in the House of Commons on September 7:

"To bring RCN ship complements up to the strength necessary for a prolonged emergency, the present complement will be increased by 1,749 officers and men."

The total requirement is for 132 officers and 1,617 men. The intention is to bring up to full operational complement all ships at present in commission other than those in long refit.

Ships of the RCN have been manned with about 85 per cent of full complement. As officers and men become available, this will be raised to 100 per cent. The rate at which recruits are enlisted will be accommodated to the new entry training capacity of HMCS *Cornwallis*. There will be no lowering of standards.

In addition to increasing the recruiting intake, the RCN is offering voluntary extensions of engagement of up to three years to selected men who would normally retire within a year and re-engagement, and similar terms to selected men who have been out of the service for three years or less. There will be increased opportunity for continuous naval duty for officers and men of the RCN(R). Reserve officers may be

offered short service appointments of two years or more.

A ceiling of 21,000 officers and men was authorized for the RCN in 1951 when the Korean War was raging. Subsequently, when this emergency had passed, the ceiling was lowered on January 17, 1955, to 20,000 and for the past several years the RCN has operated close to this limit.

The actual strength of the RCN on September 30 was 19,971 officers, men and wrens. Officer cadets and apprentices under training, who are not borne against the ceiling, brought the total to 20,738—the highest-ever peace-time strength.

Increases authorized for the Canadian Army and the RCAF have set the limit of the numbers in the regular forces at 135,000, against the former 120,000.

the *Scharnhorst*. During the Halifax visit her complement of 250 included 92 officer cadets.

The ship has been commanded for the past year by Cdr. Burkhard Hackländer, who was in command of the U-454 during the Second World War. His submarine was destroyed in 1943 and he spent two years as a prisoner-of-war in Canada.

The *Graf Spee's* sailors quickly won the friendship of Halifax citizens with their courtesy and their eager interest in the city and Canadian ways. Thousands of visitors swarmed on board the ship during open-house periods.

West German cadets visited Cornwallis, where their hosts were UNTD officer cadets under summer training.

Ex-RCN Corvettes In Whaling Trade

A half-dozen Canadian corvettes, whose names were well known during the Second World War, are still in service, sailing under the Japanese flag and owned by Kyokuyo Hoge K.K., whaling company with headquarters in Tokyo. *Lloyd's Register* lists them as steam whalers and reports they have their original engines.

The ships are the former *Pictou*, *Trillium*, *Brantford*, *Mimico*, *Parry Sound* and *Smiths Falls*. They lost these names in 1950 when they were taken over by a whaling company and registered in Panama under the names, respectively, of *Olympic Chaser*, *Olympic*



Cdr. L. B. Jenson, Commander Seventh Canadian Escort Squadron, calling on the President of Iceland. Left to right in the president's office are H. F. Hallgrímsson, CBE, Honorary Canadian Consul-General; G. V. Beaudry, Canadian Charge d'Affaires, Oslo; Cdr. Jenson, and His Excellency Asgeir Asgeirsson, President of Iceland. (Photo courtesy Petur Thomsen, APSA)

Runner, *Olympic Arrow*, *Olympic Victor*, *Olympic Champion* and *Olympic Lightning*. They were sold to the Japanese company in 1956.

This whaling fleet also includes four other Canadian-built corvettes, whose names appear to indicate they were from a group built in Canada for the U.S. Navy.

Two of the "Olympic" class were British-built corvettes. One went with the main group to Japan, the other to a Norwegian company.

The *Pictou* is now designated *Otori Maru* No. 7 and the others, in the order given above, are Nos. 10, 11, 12, 15 and 16.

New Zealand Ship at Halifax

The New Zealand anti-submarine frigate *Taranaki* arrived in Halifax on September 11 for a four-day visit, during her voyage from England to New Zealand.

The 2,600-ton ship, latest of the Royal New Zealand Navy's fast anti-submarine frigates, carries approximately 220 officers and men.

On arrival the ship's commanding officer, Cdr. N. D. Anderson, made official calls.

The *Taranaki* was built at Cowes on the Isle of Wight and commissioned on March 28 of this year. She is the second of two improved Rothesay class frigates ordered by the Royal New Zealand Navy. Powered by high-pressure steam

turbines and with the latest hull shape and twin rudders, she is a fast and highly manoeuvrable anti-submarine vessel. Her armament consists of two triple mortars; twin radar-controlled 4.5-inch guns and twelve 21-inch torpedo tubes.

Approximately 10 per cent of the crew are Maori, some hailing from the province of Taranaki in the North Island of New Zealand after which the ship is named.

Netherlands Ships Visit Canada

Four units of the Royal Netherlands Navy arrived in Halifax Friday morning, September 8, for a three-day visit.

The ships, comprising Netherlands Squadron Five, were the aircraft carrier *Karel Doorman*, destroyers *Limburg* and *Groningen* and submarine *Zeeleeuw*. Commodore A. Van Es, RNLN, commands the force.

During the week-end, entertainment for the visitors included a series of scenic tours of the Halifax-Dartmouth area, and receptions at HMCS *Shearwater* for officers and men of the squadron.

The Netherlands force sailed September 11 for exercises with the RCN and RCAF. The *Karel Doorman* and *Zeeleeuw* returned to Halifax September 15, the submarine sailing again the following day and the carrier remaining until September 20.

Not Speaking Same Language

The commanding officer of one of HM Ships, visiting American waters recently, had some reason to believe that the port in question was not a saluting station, so the sight of a saluting battery closed up at the entrance to the harbour caught him by surprise. The ship was by then in confined waters, with a tricky stream, unsuitable for stopping to exchange salutes, so he thereupon sent a signal of apology:

"On passing I noted the saluting battery closed up. Much regret I did not fire National Salute but I understood this not to be a saluting port."

Back came the immediate reply:

"Exception taken to HMS message. Saluting battery was manned awaiting salute."

What the commanding officer had not realized was that "closed up" was not a familiar term to the Americans and was interpreted as "shut down", making the British ship's message understandably resented. Subsequent explanation, however, soon put the matter right.—*Admiralty News Summary*

RELIC OR MISFIRE?

GROUP CAPTAIN H. R. Stewart, RCAF, has recently brought to the attention of naval authorities at Ottawa a relic that conjures up the possibility of its having been in the hands of one of Britain's most renowned seamen. How it came to Canada is unknown; certainly, it has been a prized possession of the Hegan family, of Charlottetown, for many generations. It is a single-shot pistol or hand-gun of the flintlock type whose charge of gunpowder was fired by flint striking on steel.

Gunpowder has been known in Britain since the days of Roger Bacon's *Treatise Concerning the Secrets of Science and Nature* (c.1249) and the flintlock mechanism dates from about 1625, having been developed from the earlier snapaunce and miquelet lock. Flintlocks had been in service nearly two centuries before this particular pistol was fashioned, and the flintlock itself was soon to be outmoded by the percussion firing weapon.

It is a stout, medium-quality, general-purpose firearm, the sort that would be owned by a person of the middle class, or perhaps for service in the field or aboard ship. Certainly, it is not embellished with engraving or silver inlay that identified the more expensive weapons of the period.

The butt-plate and trigger guard are of brass, and barrel and mechanism of steel. Considering its age it is in good condition and functions well. It is 19½ inches overall and the diameter of the bore is about 9/16 inch. Being in an unburnished state, it is difficult to see all the markings, even under ultra-violet light and with the aid of a microscope. Some markings, however, can be seen.

Back in the 17th century British authorities were so concerned over the number of accidents involving the bursting of firearms that the Gunmakers' Company, one of the London guilds, was given the power to control the standard of the weapons being imported and those manufactured in England. On the barrel of this pistol can be clearly seen the mark, crown over "V", meaning "Viewed"; that is, it had



JOHN JERVIS
Earl of St. Vincent

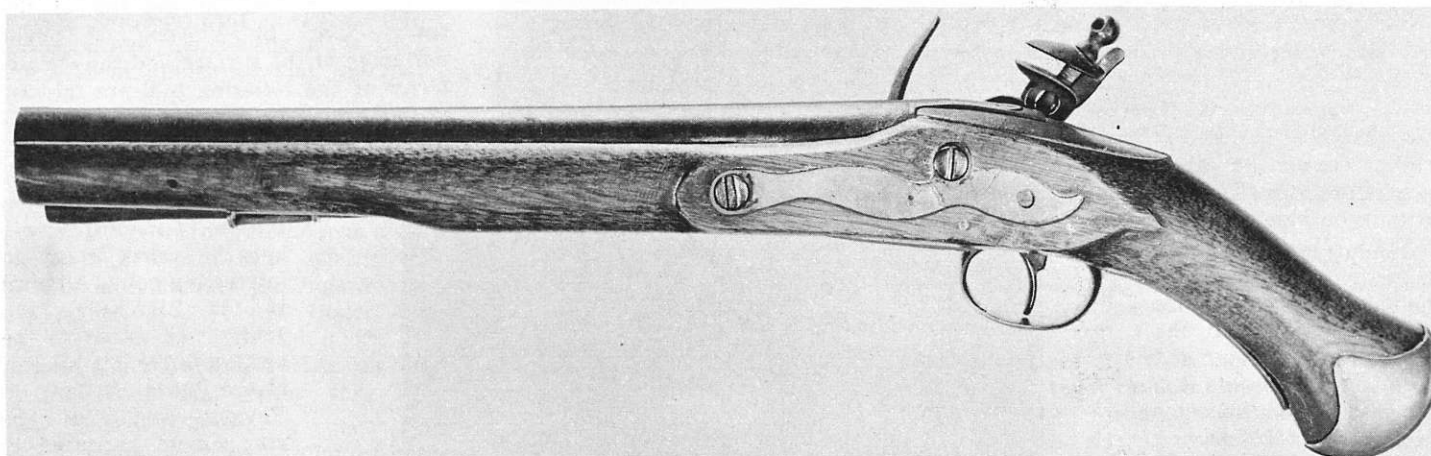
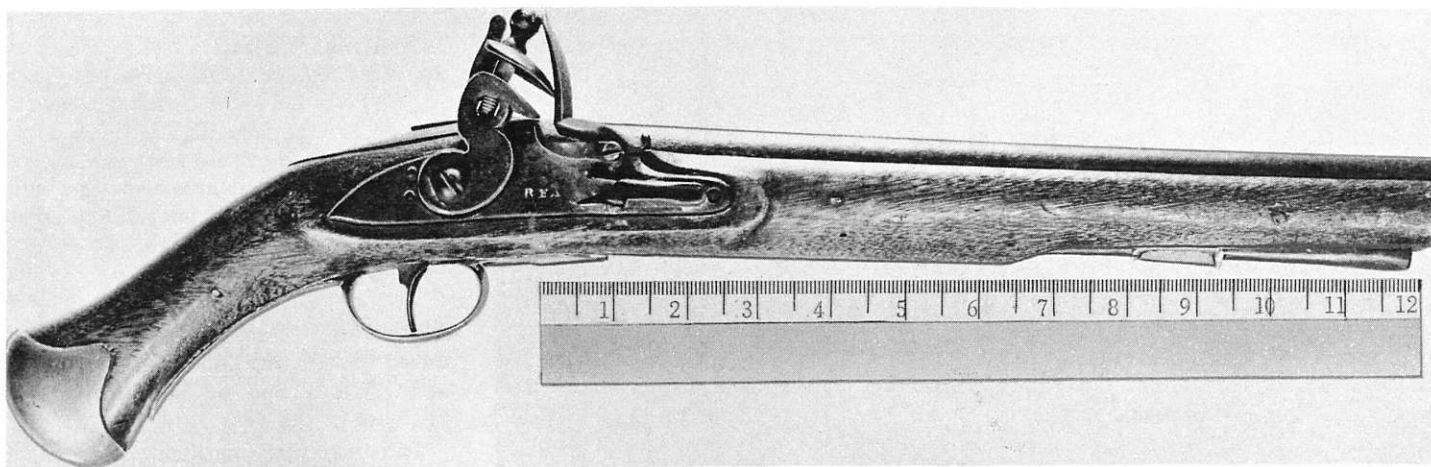
passed its first proof test with the required over-charge of powder while the barrel was still in its rough form. Completed, the weapon received the second test proof and was found satisfactory, for it bears the crown over "GP"—"Gunmaker's Proof".

On the lock plate is the word "REA", the gunmaker's name. However, this fails to provide a precise date of manu-

facture, for Messrs. T. & I. Rea produced pistols in London in 1800 and John Rea & Son of London were in business in the year 1812.

The intriguing mark on this weapon is the inscription on the top of the barrel—"Earl St. Vincent". A slight flattening of the surface and the irregularity of the lettering indicate the use of hammer and die rather than engraving. From the pistol itself it is impossible to say whether or not this mark was put on at time of manufacture—but the words raise an interesting point. Admiral of the Blue Sir John Jervis was raised to the peerage after his success at the Battle off Cape St. Vincent and the announcement appeared in the *London Gazette* of 1797, whereby the popular sailor was made Earl of St. Vincent. But the *Navy List* of 1815 recorded his title in error as Earl St. Vincent and it continued to do so until the admiral's death in 1823. It is probable then that this pistol dates from the year 1812, assuming that the error in St. Vincent's title was a popular one that existed before it appeared in the *Navy List*. An almost identical weapon in the National War Museum, Ottawa, is stamped 1808.

For all that, it is difficult to relate this weapon to the Earl of St. Vincent. An officer who enjoyed such an exalted position in the realm would be expected to own matched pistols of unusually fine craftsmanship. This is not that type of weapon. The proper form of his name would also be expected, even if the pistol were only for use in the defence of his coach on his many journeys to Portsmouth. In any event, it does not have the longer, slimmer dimensions of the traditional coachman's pistol.



It is not likely, either, that it was from a ship's arms chest, for the ship-of-the-line built in 1815 was HMS *St. Vincent*.

Is it possible that the gunmaker was taking advantage of the widespread popularity of the sailor earl and used the name as a sort of brand name? Certainly, if the name *St. Vincent* stands for nothing else, it is synonymous with perfection in performance.

This magnificent seaman was one of the most respected and highly regarded figures to emerge from the long Napoleonic struggle. Laurels were justly heaped upon him for the brilliant way in which he led the Royal Navy both afloat and ashore. He taught his captains how to keep the sea independent of dockyards for months on end; the health and well-being of his ships' companies received his constant day-to-day

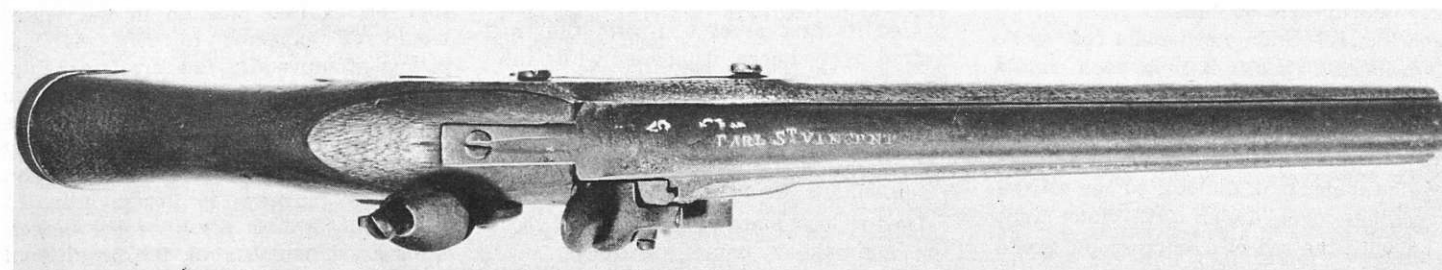
attention; and he gave not a thought, regardless of the pressures exerted on him, to those seeking preferred treatment and to those scuttling the war effort in dockyards and high places. Lord *St. Vincent* is probably best remembered for his handling of mutinous ships and the way he imposed his famed "Mediterranean discipline" to build an invincible fleet.

It was during his earlier career that *St. Vincent* set foot on Canadian shores. In 1759, as Lieutenant John Jervis, he was First Lieutenant of Saunders' flagship, the *Neptune*, 90 guns, when the fleet concentrated at Louisbourg and sailed for the capture of Quebec. It was in the St. Lawrence River that he was made commander in command of HM Sloop *Porcupine* which, with the *Boscawen* in company, landed Wolfe and his men below Montmorency Falls.

As a captain John Jervis commanded HMS *Gosport*, 44 guns, in 1762 when he joined Lord Colville in Halifax harbour before sailing for Newfoundland to clear the French out of St. John's.

It was in 1790 when Spain tried to grab Vancouver Island that the great fleet of 46 ships known as the Spanish Armament was assembled at Spithead under Lord Howe and, as a Rear-Admiral of the Blue, Sir John Jervis hoisted his flag in HMS *Prince*, 98 guns. But the Spaniards backed down and *St. Vincent* never saw the British Columbia coast.

Though he trod Canadian shores on Cape Breton Island, at Halifax and along the River St. Lawrence, all of these events were too early for the flintlock pistol to have been left in Canada. Thus the story of this weapon remains a mystery until some new



evidence comes to light. Meanwhile it is to be hoped that such an interesting relic may be made available for display in the Maritime Museum of Canada at Halifax.

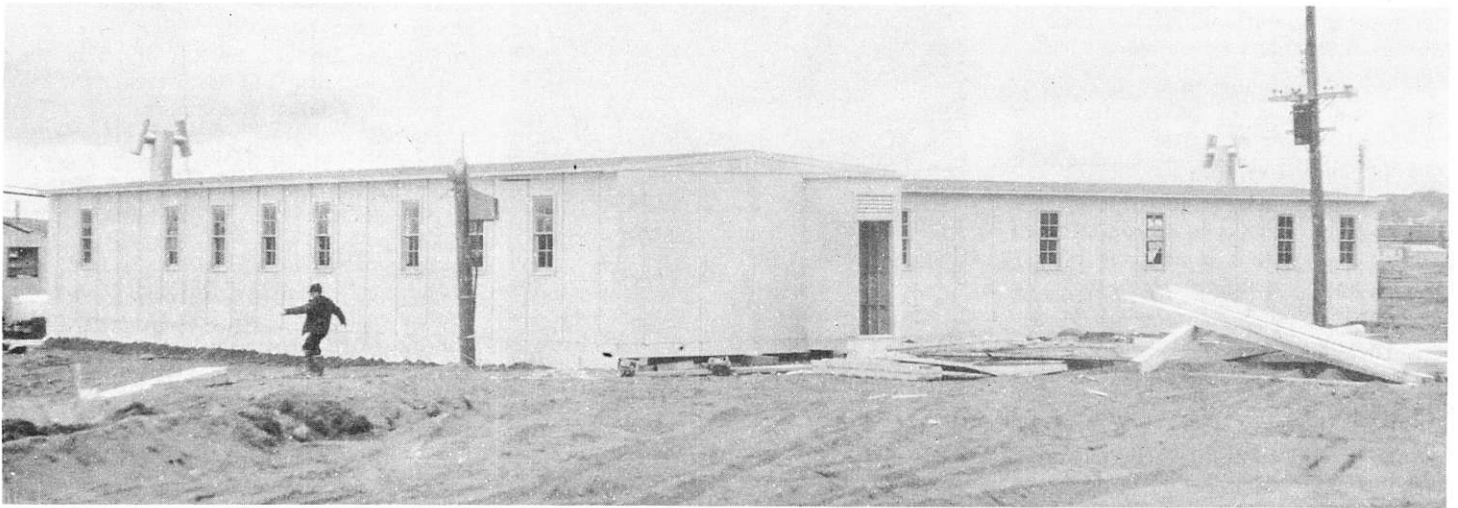
For those who may some day view this pistol there, it may be of interest to explain just how the weapon was fired.

The desired amount of coarse-grained gunpowder propellant was poured down the barrel and then a solid ball shot

wrapped in thin cloth was rammed snugly down using the hardwood ramrod that appears lodged under the barrel. The charge loaded, the flash pan was opened and the gun half-cocked. About every fifth shot, the touchhole leading from the pan through the side of the barrel to the charge had to be cleared of carbon to avoid a flash-in-the-pan. Then fine gunpowder, called the prime, was poured on to the flash pan, the pan cover snapped shut, the

gun tilted to the left to ensure a train of powder through the touch hole and, when ready to fire, the pistol was brought to full-cock.

When the trigger was pulled, the cock snapped, the sharp edge of the flint caused sparks on striking the steel battery, the impact instantly opened the pan cover and ignited the primer powder which in turn fired the charge. All in good order, the trigger pull and shot seemed simultaneous.—E.C.R.



Sailors of HMCS *Cap de la Madeleine*, Halifax-based frigate, built this living block on bleak Baffin Island in the Arctic so that other sailors in the Navy's Frobisher Bay radio station could have badly-needed quarters. Proud builders named it "Chateau Madeleine—The House that Jack Built".

THE WOODEN IGLOO THAT JACK BUILT

SAILORS CAN TURN their hand to any trade, according to nautical tradition. And 150 seamen of the Canadian frigate *Cap de la Madeleine* proved this is still true recently when they erected the RCN's newest barracks building on bleak Baffin Island in the Canadian Arctic.

When normal contract methods of construction could not provide badly needed living quarters at the Navy's Frobisher Bay radio station before the short summer navigation season ended, Naval Headquarters decided to erect Army-style prefabricated buildings, using one of its own warships to supply labour. The operation was part of a general program to acquaint naval personnel with Arctic operations.

After dodging icebergs for 700 miles along the coast of Labrador and Davis Strait, the frigate, accompanied by the naval supply ship *Eastore*, anchored at the head of Frobisher Bay on August 26, and began its miniature invasion aided by Department of Transport landing barges.

More than 150 tons of cargo were moved a mile inland by the frigate's crew. Freezing temperatures, snow flurries and sleet gave the sailors a sharp contrast from the torrid West Indies where they had been cruising less than three weeks previously.

After three days hauling supplies over Baffin Island's bleak beaches and treeless tundra, the seamen erected the 110-foot long building in two days, and on the third day completely wired it, roofed it, and painted it a pastel green.

"Building the barracks was the easy part," says Lt.-Cdr. Donald White, the frigate's executive officer, who directed the landing and construction work. "The hardest part was getting the material safely ashore and up to the building site."

Four naval shipwrights helped supervise the carpenter work, which was carried out by working parties of seamen, stokers, radar operators, cooks and stewards.

"Our men never worked less than 12 hours a day, and twice worked over 20

hours to get the cargo ashore before bad weather struck," said Cdr. K. E. Grant, who commands the Halifax-based frigate. Two hours after the last cargo was landed a gale forced the warship to withdraw from the reef-strewn bay into deeper water offshore.

After remaining 11 days at Baffin Island, the *Cap de la Madeleine* sailed for Halifax, leaving behind eight men to finish insulating the building against Arctic weather. These men were to be flown out later.

The voyage was one of the longest ever made into the Arctic by a Canadian warship without the support of a tanker for refuelling purposes. After steaming more than 3,000 miles in 22 days, the frigate returned to Halifax with a week's fuel still remaining.

The name of the new barracks building? The frigate's crew left a sign bearing the name "Chateau Madeleine—The House That Jack Built." But to the staff of the naval radio station the new building is known as "The Frobisher-Hilton".

Diving Dentist

LT. PHILIP NEROUTSOS, *Donnacona's* diving dentist, offers this warning to aspiring skin divers and frogmen:

"Beware of teeth with faulty fillings—they could literally explode inside your mouth if you dive too deeply."

A reservist with HMCS *Donnacona*, Montreal's naval division, Lt. Neroutsos explained his theory while training as a clearance diver at the Royal Canadian Navy's operational diving unit in Halifax, N.S., this past summer.

He recently established a dental practice in the Town of Mount Royal, a suburb of Montreal, after graduating from McGill University.

"The danger lies in the case of a person who has had a tooth cavity filled in such a way that a tiny air pocket was trapped inside the tooth," Lt. Neroutsos said.

"If such a person were to undertake a dive with self-contained breathing apparatus he would probably get along fine until he started for the surface, then he would likely feel pain in the tooth due to air in the pocket expanding because of changing atmospheric pressure. Under these conditions, if the tooth happened to be a weak, decayed, or a drilled-out shell, it could actually explode, with serious consequences.

"For anyone who contemplates taking up scuba diving, it would be wise to have their teeth x-rayed and checked for trapped air pockets, if only to save themselves from possible pain."



Donnacona's diving dentist, Lt. Philip Neroutsos, of the Town of Mount Royal, is assisted on board a tender by Sub-Lt. James Ziegler, of HMCS *Star*, the Hamilton naval division, while the two reserve officers were training with the RCN operational diving unit at Halifax. (HS-65869)

Lt. Neroutsos also advised the removal of dentures before diving. At least one amateur diver died when his denture came loose and choked him while he was several feet beneath the surface.

He added that anyone with all their front teeth missing would be unable to use SCUBA because they wouldn't be able to clamp onto the all-important mouthpiece supplying air.

Lt. Neroutsos has been interested in diving since boyhood. Using only face mask and flippers, he has dived in the Pacific, Atlantic and Mediterranean, besides many lakes and rivers.

He began serious training in clearance diving last winter as part of his reserve naval training with *Donnacona*, following approval by Naval Headquarters for reserve personnel to undertake such training.

Members of *Donnacona* train at the Royal Canadian Legion swimming pool in the Legion's Quebec Provincial Command headquarters at Montreal.

Lt. Allan Sagar, training officer for the RCN operational diving unit located aboard the former Bangor class minesweeper *Granby* at Halifax, explained that the Navy was now working to build up a nucleus of trained divers at a number of divisions across Canada who could be called upon by the RCN in time of emergency.

Initially, the divers learn how to use various types of diving equipment, then undertake more complicated training involving defence against mines, rescue operations, underwater demolition, and repair work.—N.G.P.



The West German frigate *Graf Spee* lies at Jetty 5 in the Halifax Dockyard during her August visit. This was the first time a German warship had visited Halifax since the call there of a training cruiser in 1937. The *Graf Spee* is the former British frigate *Flamingo*. Her complement of 250 at the time of the visit included 92 officer cadets. (HS-65811)

OFFICERS AND MEN

British Frigate Visits Esquimalt

HMS *Londonderry*, one of the most modern and fully-equipped anti-submarine frigates of the Royal Navy, arrived at Esquimalt on August 18 for a four-day visit.

On board the 2,200-ton, 370-foot warship was Commodore J. E. L. Martin, DSC, RN, Senior Naval Officer West Indies. The ship is commanded by Cdr. I. S. Primrose, RN, and carries nine officers and 191 men.

The *Londonderry* sailed on the morning of August 22 for Vancouver and participated in the Pacific National Exhibition program. Apart from the formalities of the Esquimalt visit, the *Londonderry* held a party for a group of underprivileged children aboard the ship on August 18.

An extensive program of entertainment included soccer, golf and tours of Vancouver Island industries.

A series of intensive exercises were conducted by the *Londonderry* before and after her visit to Esquimalt.

She exercised with the destroyer escorts *Fraser* and *St. Laurent*; aircraft of the RCAF's 407 Squadron, based at Comox; a helicopter of the Navy's utility squadron VU-33, stationed at Patricia Bay; and the United States submarine *Diodon*.

En route to Vancouver for the PNE, the *Londonderry* and *St. Laurent* conducted further exercises, including mortar firings.

Births

To Able Seaman P. J. Beaupre, *Churchill*, and Mrs. Beaupre, a daughter.

To Chief Petty Officer William Degen, *Cornwallis*, and Mrs. Degen, twin daughters.

To Able Seaman T. C. Dacre, *Churchill*, and Mrs. Dacre, a daughter.

To Sub-Lieutenant J. W. Logie, *Restigouche*, and Mrs. Logie, a daughter.

To Sub-Lieutenant R. H. D. MacArthur, *Restigouche*, and Mrs. MacArthur, a son.

To Petty Officer Gordon MacMillan, *Churchill*, and Mrs. MacMillan, a daughter.

To Leading Seaman Harry Robinson, *Naden*, and Mrs. Robinson, a daughter.

To Able Seaman Robert J. Ruston, *Churchill*, and Mrs. Ruston, a daughter.

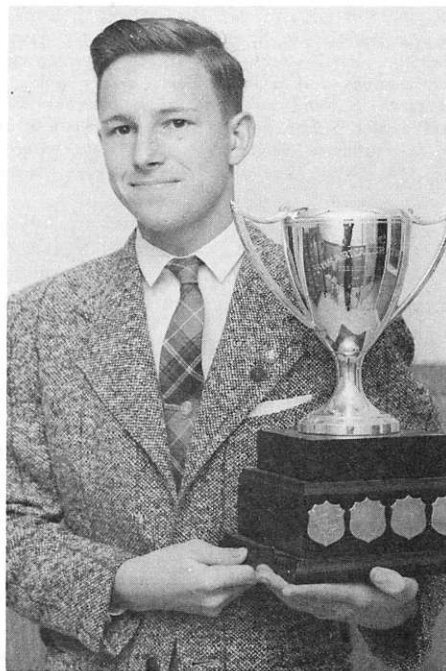
To Able Seaman Albert E. Williams, *Churchill*, and Mrs. Williams, a son.

The *Londonderry*, *Fraser* and *St. Laurent* left Vancouver on August 28. Soon after, in the Strait of Georgia, the ships were subject to a massed air attack by CF-100 aircraft of the RCAF.

Later in the day the three ships led helicopter control exercises, conducted anti-aircraft and surface firing and exercised with the *Diodon* in the Strait of Juan de Fuca.

Exercises continued on into the evening as the *Londonderry* steamed for her next port of call, Monterey, California.

Shearwater Makes Student Award



David R. Morris, 16, son of Lt. and Mrs. D. G. Morris, is the first winner of the HMCS *Shearwater* trophy which will be presented annually to the best all-round student in grade 11 at Prince Andrew High School.

The trophy was presented by Captain T. C. Pullen at the closing exercises in June.

David came fifth in the province-wide competition held by the Canadian Association of Physicists for grade 11 and 12 students and was awarded an entrance scholarship to Dalhousie University, which he declined in favour of a

naval career. He was accepted as an officer cadet at the College Militaire Royal, where he reported on September 7.

Chaplain Conducts Service in German

For the first time since the formation of the RCN chaplain service, a religious service was conducted by a Canadian naval chaplain on board a German warship.

The training frigate *Graf Spee*, with a company of 260 officers and men, paid a week-long courtesy call to Halifax in August as part of an extended training cruise covering North and South America. In the absence of her chaplain, full religious observances had not been possible for the previous five weeks. On the ship's arrival in Halifax, however, the RCN volunteered the services of Chaplain (P) W. J. Walter, of *Stadacona*.

Although a great number of the *Graf Spee*'s officers and men could speak English, the service conducted by Chaplain Walter was more appreciated owing to the fact that he spoke in German.

Following the service, the *Graf Spee*'s commanding officer, Cdr. Burkhard Hacklaender, presented the chaplain with a German service prayer book and a signed photograph of his ship.—J. T. McL.

Sea Cadets Seen At Vancouver Tattoo

Selected sea cadets from RCSCC *Captain Vancouver*, sponsored by the Greater Vancouver branch of the Navy League of Canada, performed nightly

Weddings

Ordinary Seaman Stanley E. Dicker, *Stadacona*, to Sandra Joanne Norton, of St. Thomas, Ont.

Sub-Lieutenant Thomas A. Essery, *Jonquiere*, to Linda Karen Pettersen, of Victoria.

Sub-Lieutenant Lorne McDonald, *Shearwater*, to Jacqueline Anne Lord, of Victoria.

Able Seaman Carl McNaman, *Cornwallis*, to Eva Caissie, of Amherst, N.B.

Leading Seaman Gerald D. Ross, *Churchill*, to Gloria Mary Beckworth, of Victoria.

Sub-Lieutenant A. Frederick Smith, *Stettler*, to Marilyn Barbara Cudmore, of Victoria.

at a Searchlight Tattoo at Empire Stadium, Vancouver, during the week of July 14-22.

Commenting on the performance of the sea cadets, Lt.-Cdr. W. W. Bowditch, Area Officer Sea Cadets, Pacific Area, said in a message to the Navy League:

"One of my proudest moments since assuming the appointment of Area Officer Sea Cadets, Pacific Area, was on the evening of Friday, July 21, when I was fortunate in being able to observe the cadets of RCSCC *Captain Vancouver* before a record audience of 24,000 at the Vancouver Searchlight Tattoo.

"Called upon to do a job for the RCN, they did so with pride and zeal and, in addition, displayed alacrity and versatility by, firstly, producing an excellent guard of honour for the Flag Officer Pacific Coast, Rear-Admiral E. W. Finch-Noyes, on his arrival at the Empire Stadium, then, acting as quick-change artists, changed into white uniforms and performed the sailors' hornpipe in a very proficient manner. Besides the above cadets were the behind-the-scenes workers, who so willingly worked alongside other servicemen, providing the props and equipment required for the various displays."

A/S Training Unit On Western Tour

A familiar sight to western Canadians, the Royal Canadian Navy's Mobile Anti-Submarine Training Unit 1 is spending the final months of 1961 touring naval divisions from Port Arthur to Calgary.

Sailors Donate Blood in St. John's

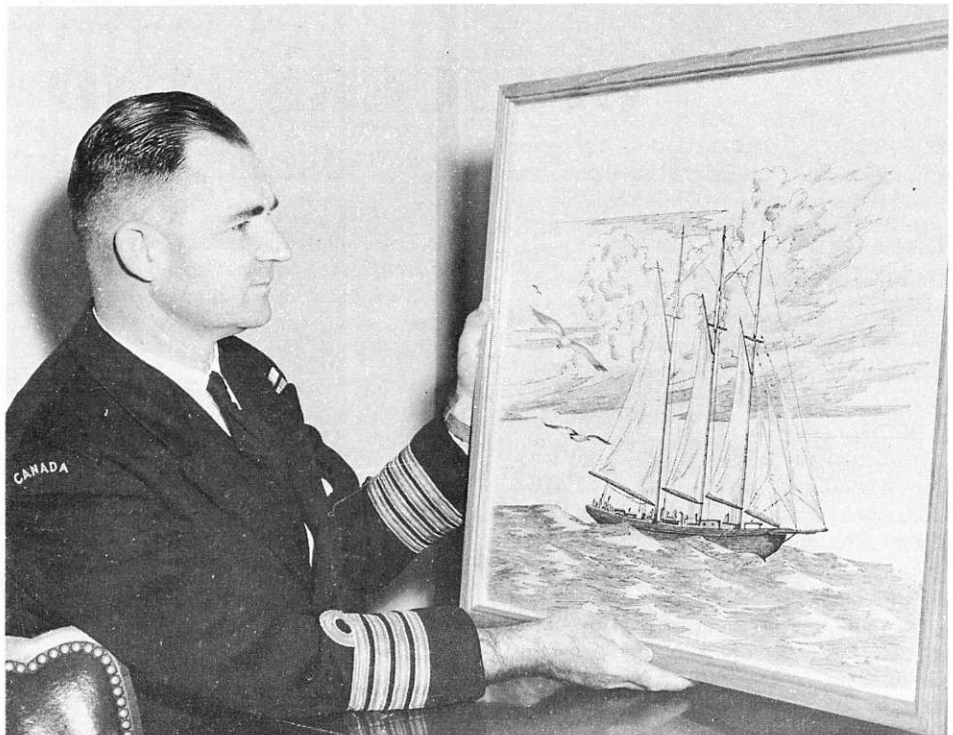
Following are extracts of a letter from F. Millar Ewing, Director, Blood Donor Procurement, of the Red Cross in St. John's Newfoundland, to Cdr. L. B. Jenson, Commander Seventh Escort Squadron:

"I would like to express . . . sincere thanks to the personnel of HMCS *Fort Erie*, *Outremont*, *Inch Arran* and *Lanark* who donated at the special blood clinic on Thursday, August 31.

"The willingness of the men to donate at these special clinics is very greatly appreciated and I may add this clinic was of great importance to us as it was found necessary to cancel scheduled visits to the Grand Bank and Fortune area because of the forest fire situation there . . .

'Again thank you. The continued interest and support of the Navy personnel in the blood program is of great assistance in meeting an ever present demand.'

The frigates were making the last port of call on UNTD Cruise Charlie and gave well over 150 bottles of blood.



In addition to its regular task of training officer cadets on the threshold of a career in naval aviation, HMCS *Venture* offers a pre-weapons indoctrination course where officers brush up on mathematics and other subjects before going to the Weapons Division of HMCS *Stadacona* for courses. To mark this association between East and West Coasts, the *Stadacona* unit has sent to *Venture* a fine pen and crayon sketch of the former RCN training schooner *Venture*. Captain D. G. Padmore, commanding officer of *Venture*, displays the picture, executed by Ldg. Sea. Hugh Clayton Wilson, member of the Weapons Division staff, *Stadacona*. (E-63319)

This is the sixth consecutive year that MASTU 1 has visited western Canada's inland naval reservists to train them in the art of anti-submarine warfare.

MASTU is housed in two trailers which contain all the necessary equipment to bring anti-submarine operations far inland from the sea.

It was developed by the Royal Canadian Navy, built at HMC Dockyard, Halifax, in 1955, and took to the Canadian highways in the fall of the same year. During the past summer it was completely modernized with the latest in sonar equipment. By the time it completes its 1961 tour, it will have travelled a total of 46,000 miles on its inland training "cruises".

From its base at the headquarters of the Commanding Officer Naval Divisions, Hamilton, MASTU left on September 25 to visit naval divisions in Port Arthur, Calgary, Edmonton, Saskatoon, Regina and Winnipeg. It will complete its tour on December 18.

Senior Research Officer Named

M. F. Coffey, of the Defence Research Board's Directorate of Operational Research (Navy), has been appointed

Senior Operational Research Officer, Anti-Submarine Warfare/Operational Research Team, on the staff of the Maritime Commander Atlantic. He succeeds Dr. N. Hopkins, who has been transferred to The Hague, The Netherlands.

Appointments Announced

Commodore Michael G. Stirling, formerly Naval Member of the Directing Staff at the National Defence College, Kingston, Ont., has taken up the appointment of Senior Canadian Officer Afloat (Atlantic).

He succeeded Commodore James Plomer, who has been appointed Deputy Naval Comptroller at Naval Headquarters.

Surgeon Captain Henry R. Ruttan has been appointed Regional Consultant in Dermatology at the new National Defence Medical Centre, Ottawa.

Surgeon Captain G. W. Chapman has been appointed Principal Medical Officer to the Flag Officer Atlantic Coast, and Command Medical Officer, Atlantic Coast.

Cdr. C. A. Law has taken command of HMCS *Sioux*, a destroyer escort with the Third Canadian Escort Squadron.

Cdr. Rene I. W. Goddard succeeded Cdr. Law at Naval Headquarters as Director of Service Conditions and Welfare.

Lt.-Cdr. Russell F. Choat is in command of HMCS *Buckingham*, a frigate of the Ninth Canadian Escort Squadron.

Lt.-Cdr. Dugal G. Wales has taken command of HMCS *Chignecto*, a mine-sweeper of the First Canadian Mine-sweeping Squadron.

Lt.-Cdr. Constance Eileen Ogilvy is now at Naval Headquarters as Staff Officer (Wrens) on the staff of the Chief of Naval Personnel.

Former UNTD Heads Division

A former member of the University Naval Training Division for the first time has become commanding officer of a naval division, succeeding an officer who had been longest in command of a division since the end of World War Two.

Acting Lieutenant-Commander Dalton E. Charters took command of HMCS *Hunter*, Windsor naval division, on June 30, 1961, succeeding Captain W. G. Curry, who retired in May.

Captain Curry had been in command of *Hunter* since March 1952.

Lt.-Cdr. Charters entered the RCN (Reserve) as an ordinary seaman in October, 1948, while attending Assumption College. He was promoted to a cadet in the UNTD in February, 1949, and has since taken annual naval training on both coasts, and at the Great Lakes Training Centre, Hamilton.

Naval Medical Personnel Honoured

Her Majesty the Queen has graciously approved the appointment of five Queen's Honorary Physicians and three Queen's Honorary Nursing Sisters from the Canadian Armed Forces. Three of this number are from the RCN and Reserve.

Appointed Queen's Honorary Physicians are Surgeon Commodore W. J. Elliot, Deputy Surgeon General, Canadian Forces, and Surgeon Cdr. L. E. Prowse, RCN(R), of Charlottetown, P.E.I.

Appointed Queen's Honorary Nursing Sister is Lt.-Cdr. (MN) M. J. Russell, Deputy Matron-in-Chief, Canadian Forces.

The Queen's appointments will be held for the tenure of office by the regular force officers. Reserve officers hold their appointments for two years.

Defence College Class on Tour

Sixteen members of the Imperial Defence College paid a week-end visit to the Navy in Halifax in early August.

They were met on their arrival at the RCN Air Station by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, and other RCN officers. The group was composed of senior officers of Armed Forces and civil services from seven countries.

They visited the RCN Barracks in Halifax, toured harbour facilities and saw *Shearwater* during their stay. They also had the opportunity of seeing Navy Day demonstrations Saturday afternoon, August 5.

Cash Yielded By Suggestions

Five members of the Royal Canadian Navy have donned their thinking caps and made it pay. Cash awards for their ideas have been made by the Suggestion Award Board of the Public Service of Canada and congratulatory letters have been sent to them by the Chief of Naval Personnel.

Lt.-Cdr. Benjamin F. Ackerman, who is in charge of Operational Diving Unit No. 2 at Esquimalt, proposed a system of polaroid lenses for the faceplate of the welding hood used by naval divers. The lenses are adjustable to varying conditions of light and turbidity and enable the underwater welder to carry out his work with greater efficiency and safety.

Officers Retire

CDR. DOUGLAS KENNETH MOODY GRAHAM, of Victoria, joined RCNR February 27, 1940, transferred to RCN May 30, 1946, served in *Naden*, *Royal Roads*, *Givenchy*, *Burrard*, *Prince Robert*, *Stadacona*, *Shelburne*, *Scotian*, *Uganda*, *Rockcliffe*, *Cornwallis*, *Shearwater*, *Bytown*, *Patriot*, *York*; last appointment on staff of the Commanding Officer Naval Divisions as Command Supply Officer; commenced leave August 22, 1961, retires February 24, 1962.

LT. DONALD MCGEE, of London, Ont., joined RCN as a boy seaman November 20, 1933, promoted to commissioned officer September 8, 1950; served in *Stadacona*, *Saguenay*, *HMS Victory*, *HMS Courageous*, *Gaspe*, *Assiniboine*, *Skeena*, *St. Hyacinthe*, *Venture*, *St. Laurent*, *Avalon*, *Restigouche*, *Uganda*, *Magnificent*, *Albro Lake* Radio Station, *Cornwallis*, *Shearwater*, *Aldergrove*, *Patriot*, *York*; last appointment on the staff of the Commanding Officer Naval Divisions as Staff Officer (Training) and executive officer of HMCS *Patriot*; commenced leave on August 31, 1961, retires April 18, 1962.

CPO Alexander P. Allen, of the *Assiniboine*, devised a method of facilitating the work of shipboard communicators operating 10-inch signal projectors.

The suggestion put forward by PO Ronald Bosquet, of VS-880, was a modification to the internal communications handsets used by crew members of Tracker aircraft.

PO Robert C. Appleyard, of Newport Corners Naval Radio Station, devised a time-saving shield extractor for certain types of electronic tubes used in the RCN.

PO James B. McCallum, of *Naden*, suggested a modification to the breech mechanism of anti-submarine mortars.

Club Celebrates End of Mortgage

The mortgage went up in smoke and flame in a cheerful ceremony during the annual meeting of the Main Brace Naval Veterans' Association in Charlottetown in September.

C. T. Vallis, president, and G. C. Burden, secretary-treasurer, touched off the blaze in token of the liquidation of the club's indebtedness.

A special dance the previous Saturday had honoured Mr. Vallis and Mr. Burden for their outstanding efforts on behalf of the club. Their wives were presented with bouquets of roses.

In addition to the president and secretary-treasurer, officers elected at the annual meeting included John Thistle, vice-president; E. Michael, financial chairman; C. Campbell, membership chairman; V. Blanchard, house chairman, and A. Coffin, recording secretary.

School-Teaching Career Resumed

Mrs. M. W. (Paddy) Trudel, an employee of the Directorate of Fighting Equipment at Naval Headquarters, retired September 13 after 19 years service.

Mrs. Trudel joined the Directorate of Naval Ordnance in 1942, and, during the reorganization of CNTS in March 1961, was transferred to DGFE. Mrs. Trudel leaves the department to return to her first love, teaching school at the Queen's Park School.

At a party held in the *Bytown* naval officers' mess, Mrs. Trudel's friends and associates presented her with a set of luggage and extended to her many good wishes for success in her new and former field of endeavour.

The CBC and the RCN

ONE OF THE Canadian Broadcasting Corporation's responsibilities is that of providing radio programming to members of Canada's armed forces who, because of their somewhat nomadic life, are often denied the normal communications links with home.

The problem is easily solved for those servicemen who are based at locations in the southern portion of Canada. They are able to enjoy the normal communications facilities of the CBC's radio and television networks, in the same way as their fellow-citizens in civilian life. Providing entertainment and information for servicemen overseas and in the north is a little more difficult. For these people and their dependents, the CBC maintains its Armed Forces Service, which provides programming and operational assistance for various service radio stations in Europe and Canada, as well as shortwave programs from the CBC's International Service transmitters at Sackville, New Brunswick.

But for RCN personnel at sea, the problem becomes acute. Often operating outside home waters, ships of the RCN are unable to receive normal broadcasts from Canadian radio stations; shortwave broadcasts are not the answer, either. Dependent upon changing atmospheric conditions, these broadcasts have to be scheduled to different parts of the world at different times of the day and may not be available to officers and ratings who are on watch.

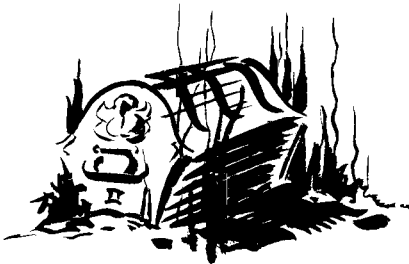
An approach to maintaining the normal links with home—although not the complete answer—was made earlier this year with the setting up of a "tape bank" at CBC Montreal. Magnetic tape recordings of CBC non-topical programs are supplied to ships departing home waters for playing over the ships' public address systems at their own pleasure. These tapes offer a wide range of drama and variety and give Canadian sailors the radio links that have been provided for the past 10 years to Canadian soldiers and airmen on overseas and northern duty.

Radio programming for servicemen is just one phase of the mandate given to the CBC by Parliament—that of providing a national broadcasting service. On November 2 of this year, the CBC will celebrate the 25th Anniversary of the mandate, which can be summed up

by the following four basic principles:

TO BE A COMPLETE SERVICE, covering in fair proportion the whole range of programming; bringing things of interest, value, and entertainment to people of all tastes, ages, and interests, and not concentrating on some aspects of broadcasting to the exclusion of others.

TO LINK ALL PARTS OF THE COUNTRY in two ways: (1) through the inclusion of a wide variety of national and common interests in its program services; (2) by using its physical resources to bring the national program service to as many Canadians as finances



allow. Whether Canadians live in remote or heavily-populated areas the national system should serve them as adequately and equitably as possible.

TO BE PREDOMINANTLY CANADIAN IN CONTENT AND CHARACTER. It should serve Canadian needs and bring Canadians in widely-separated parts of the country closer together, contributing to the development and preservation of a sense of national unity.

TO SERVE EQUITABLY the two main language groups and cultures, and the special needs of Canada's various geographical regions.

It was in 1936 that the corporation was given the responsibility for providing Canadians with a national broadcasting service—a service which, with assistance and co-operation from private industry, has far exceeded even the highest expectations of a quarter-century ago.

Canada's present broadcasting system, as with Confederation itself, has been

shaped by the needs of Canada. The story of communications is, in essence, the story of our nation. Without east-west communications, Canada could not exist as a united, vigorous force in the world today. The story of our communications is one of a continuing struggle against economic and geographic odds and against the overdevelopment of natural north-south lines of contact which exert a strong and continuous pull upon all aspects of Canadian life.

The CBC of today is big business. It employs more than 7,000 people and last year operated with a budget of \$101,000,000. Of this amount, a little more than \$59,000,000 came from public funds.

But for this money, the CBC offers a formidable list of services. It provides:

Two complete and distinct broadcasting services, in English and French; three national radio networks; seven regional radio networks: radio service to the North; a bilingual FM network; CBC-owned radio and television stations and production facilities; two national television networks; regional television networks; station management and programs to Canada's armed forces; operation through seven time zones; program operations offices overseas: radio and TV interchanges with foreign countries, and more than 100,000 programs per year, up to 17 hours a day in English and French, on radio and TV.

Today, the CBC's three radio networks—the Dominion, the Trans-Canada and the French—total 133 stations. Of this total, 31 are CBC stations, while 102 are privately-owned. Canadian radio service is available to almost 98 per cent of Canada's population.

Today, the two CBC television networks—the French and the English—number 64 stations. Of this total, 16 are CBC-owned and 48 are owned by private interests. In addition, there are 26 re-broadcasting stations.

Canadian television has been made available to more than 94 per cent of the population in the years since its inception. CBC production centres at Toronto and Montreal rank next to

Hollywood and New York as the leading North American television centres.

CBC television programs are produced live from studios in Toronto, Montreal, Vancouver, Winnipeg, Ottawa and Halifax. Some programs shown on the CBC network are fed directly from United States networks via the microwave relay system and film features from other countries are included.

The development of Canadian television has been accompanied by a great expansion in the electronics industry. In

1950 there were 30,000 television sets in use in the country. In 1960 more than 3,500,000 sets were in use.

The public system of broadcasting in Canada resulted from the natural desire and the need for a high standard of broadcasting that would express the varied facets of Canadian life and would interpret the different regions of Canada each to the other. In this way it was felt that broadcasting would be a powerful instrument for the encouragement of Canadian unity. The CBC was

created out of the conviction that these aims could best be served by placing the control of broadcasting in the hands of an independent public corporation acting as a trustee for Canadian listeners. It is interesting to note that this public corporation, working in partnership with private enterprises, and receiving the interested support of Canadians in all walks of life and all parts of Canada, has developed as another great national venture by determined Canadians.—L.A.R.

RCN CUSTODIAN OF FORT PEPPERRELL

THE UNITED STATES flag, which had flown over Pepperrell Air Force Base in St. John's, Newfoundland, since 1940, was lowered for the last time on Wednesday, August 9, 1961, and the keys turned over to a joint federal-provincial board, consisting of Cdr. William Bremner, Canadian Naval Commander Newfoundland, representing the federal government, and Raymond Manning, Deputy Minister of Public Works, representing the Newfoundland government.

At the same time the Royal Canadian Navy assumed custodial operation of the deactivated base and will be responsible to the joint board for its proper maintenance until such time as the Supreme Court decides whether it belongs to the Federal Government or to Newfoundland. In the meantime, the

maintenance costs are being shared equally by both governments.

Situated on the bank of historic Quidi Vidi Lake, in the North East Corner of St. John's on land that was formerly known as Pleasantville and the White Hills, Pepperrell covers an area of 1,635 acres, with paved roads, lawns, tennis courts, a softball field, a baseball field, and other recreation facilities.

Two hundred and eight buildings of permanent construction are on the base. These include a hospital with accommodation for 150 patients, a school capable of accommodating 350 pupils, a theatre, barracks for single officers, non-commissioned officers and men, and 105 married quarters.

Other buildings on the base include those formerly used as office buildings,

officers' club, non-commissioned officers' club, men's club, post exchange, a church, service club, recreation centre, laundry, bakery, cold storage depot, fire station, warehouses, engineers' shops, motor repair shops, garages and guard house.

The officer-in-charge of Pepperrell Air Force Base at the time of turnover, Capt. Billy W. Shannon, USAF, was loaned to the Royal Canadian Navy for approximately three months to continue for that period as officer-in-charge of the deactivated base.

A staff of 59 civilians is employed in the caretaker duties necessary for maintenance and the overall responsibility is borne by the Canadian Naval Commander Newfoundland, assisted by the staff of HMCS *Avalon*.



Seven Tracer aircraft of the Royal Netherlands Navy landed at Shearwater on August 29, the vanguard of a visiting Netherlands naval force which included the carrier *Karel Doorman*. The Tracers were former RCN aircraft, transferred to The Netherlands under the Mutual Aid Program. (DNS-27983)

Summer at Quadra



*O light of the sea-solitude! O Sails!
Must you pass even so
To the realms of fantasy and the
olden tales?*

—George Sterling, "Sails"

ROUTINE it may be to the sea cadets training in HMCS *Quadra*, but rare indeed it must be to other inlanders to view a sail-past with some 48 boats under canvas—cutters, whalers, and dinghies with immaculate gear, kept clean less by painting than by the time-tested combination of busy hands scrubbing and the bleaching power of sun and salt water.

Four times during the summer about 250 Royal Canadian Sea Cadets arrive at *Quadra*, near Comox on Vancouver Island, for two weeks of summer training. They come from all of Western Canada. Some have never sailed, many have never seen the ocean, but after two weeks of training, a 'teen-aged boy will return home thinking himself an old salt, who may even have been told to shave!

Quadra is not a camp; it is an RCN Training Establishment devoted to Sea Cadet training and, with the help of RCN, RCN(R), and RCSCC officers and men, the program is carried out with an emphasis on the practical training which it is difficult or impossible to carry out at the home corps. Summarized in terms of 45-minute periods, the program for



able cadets include 28 periods of sailing, three of communications (semaphore), one each of parade training and boat-pulling, three of P & RT, two of .22 rifle shooting, and six periods at sea in a harbour ferry.

Leading cadets and above are given a special two-week leadership course, the aim of which is to train potential leaders and instructors. A party of 35 USN Sea Cadets who visited *Quadra* for two weeks during the summer was given the same training. RCSCC officers, attending *Quadra* for the first time and who



had not previously taken any courses, are given an officers' basic training course.

During his stay in *Quadra* a cadet associates with fellow cadets from Manitoba, Saskatchewan, Alberta, and British Columbia. Often away from home for the first time, he soon learns the responsibility as well as the sweetness of being independent of mother's care: there are socks to be mended, shirts to be washed, uniforms to press, ears to be cleaned, badges to be sewn on, and nails to scrub. The standards are high and the competition for being the best division is keen.

As the sun rises over the snowcapped mountains, the cadets begin their day with PT and with the Pacific sunset reflected on their sails, the tanned youngsters make their way home after a busy day.

From dawn to dusk Able Cadet John has been bullied and blessed, praised and pushed by his instructors and senior cadets, but after two weeks he has been enriched by the experience—however short—of how to live in close quarters and comradeship as one messmate among many.

For two weeks he has caught a glimpse of life at sea, of training, and sailing as a team; a life of responsibility, a busy life. He has become a better sea cadet and a better citizen, and good citizenship is the aim of sea cadet training.—J.G.

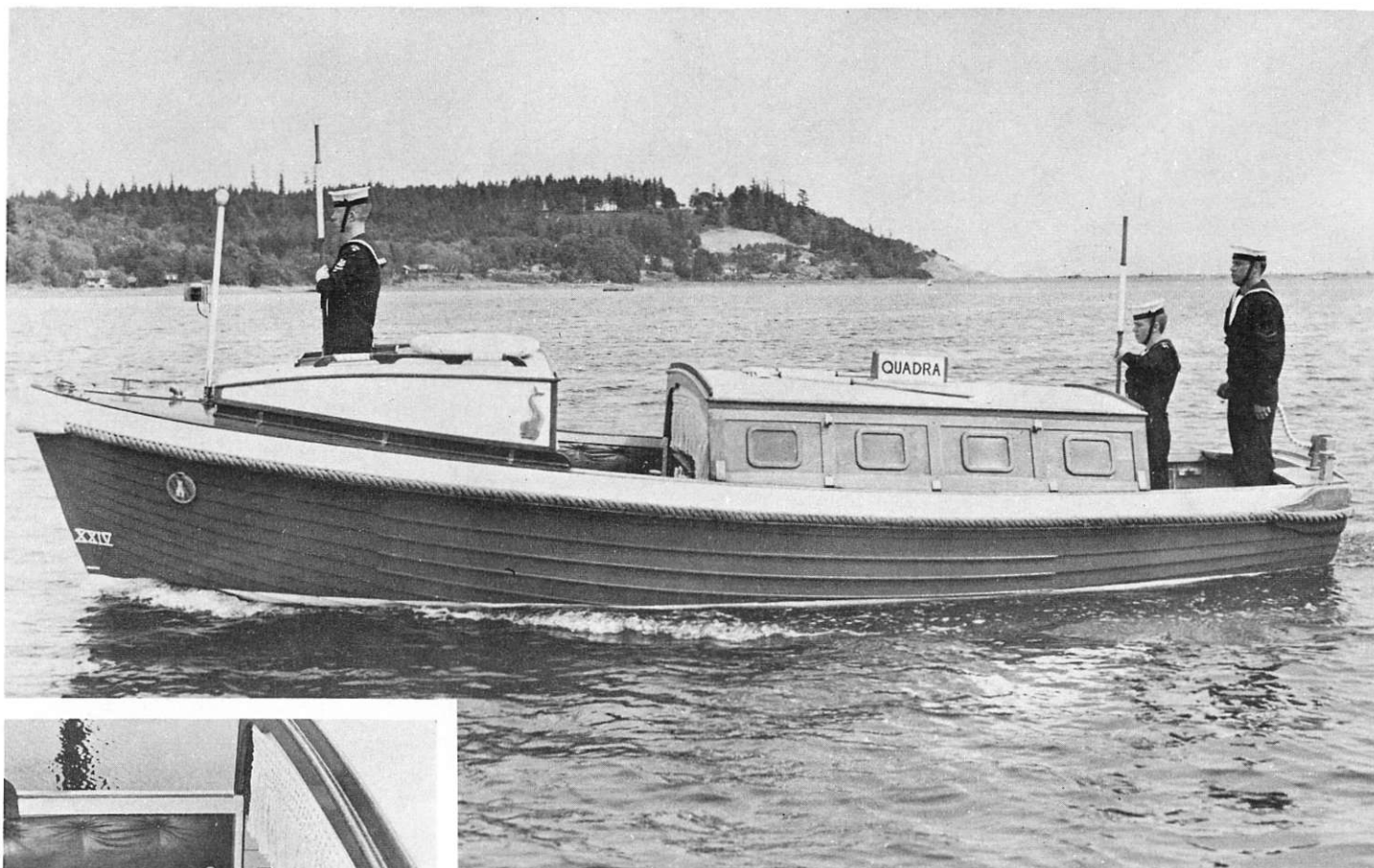
Barbel Subs To Be Modified

The United States Navy's three fastest conventionally powered attack submarines, the *Barbel*, *Bluejack* and *Bonfish*, are having their diving planes moved to their sails (formerly conning towers), according to the *Navy Times*, published in Washington.

As built, the three had their diving planes on the hull near the bows but, in view of the success of nuclear submarines with planes on the sails, the USN is modifying the *Barbel* class.

Mounting the planes on the sails will increase their reliability but not their manoeuvrability.

The three have the Albacore hull configuration with a single shaft, are 219 feet long and the fastest, and the last, non-nuclear combat subs to be built by the U.S.



If it is true that a ship's reputation is measured in large degree by her boats, then considerable social status will have to be accorded HMCS *Quadra*, the sea cadet training establishment at Comox, B.C. Last March, in *The Crowsnest*, the destroyer escort *Columbia* pressed her claim to the tiddliest boats in the RCN. In June, the frigate *Sussreval* spoke up. Now *Quadra* is showing what can be done with local talent and available materials.

The *Quadra* motor cutter has royal blue sides, white boot-topping and gunwale, with gold quarter badges. The mahogany canopy has a light robin's egg blue top. The forward canopy has a top of the same colour, with white sides and gold dolphins. The interior upholstery is red and black, with brass studs and the varnished mahogany fuel tank cover is adorned with a white anchor of rope. The fringe is of white canvas and the coach whipping is red and white. (E-62614; E-62615)

The Unchanging Role of the Navy

"The truth . . . is that the role of the Navy remains what it always was: the maintenance of law and order throughout the world; the deterrence of aggression—for although most people think of 'the deterrent' as being the possession by the West of nuclear weapons, it depends for its completeness on our ability to counter any form of attack, whether nuclear or conventional, and whether on land, at sea, or in the air; and, if war should unhappily come, the defence, in co-operation with the Navies of all the free nations

of our sea communications, which are still as important as ever they were.

"The Navy, with its great asset of mobility, has a vital part to play in policing the trouble-spots of the world, where small outbreaks of violence which can so easily be fanned into dangerous conflicts are perhaps the greatest risk to peace which we have to face at the present time."

—From a speech by Lord Carrington, First Lord of the Admiralty, at a Navy League luncheon in Australia.



This fine model of a Canadian corvette (specifically HMCS Halifax) is one of many Second World War naval exhibits in the Canadian War Museum in Ottawa. (O-13279)

THE CANADIAN WAR MUSEUM

THE CANADIAN WAR MUSEUM was established in 1890 for the purpose of collecting, preserving and displaying arms, equipment and other implements of war which have a bearing on the military history of Canada, dating back to the early days of the colony.

During the first 15 years of its existence the museum concentrated on the collection of numerous relics and records pertaining to the late 19th Century. During this period small displays were set up in the Woods Building, Ottawa, which was then occupied as headquarters of the Department of National Defence. These displays were discontinued in 1896 due to a shortage of accommodation.

Following the First World War a large collection of trophies was selected in Europe and brought to Canada. A commission headed by Sir Edmond Walker was named to deal with these war trophies and a wide distribution was made to various cities and militia units throughout Canada. Chosen pieces were retained for inclusion in the collection of the War Museum.

The work of placing these trophies on exhibition was undertaken in 1938. A building at 350 Sussex Drive, used for storage for the collection, was altered

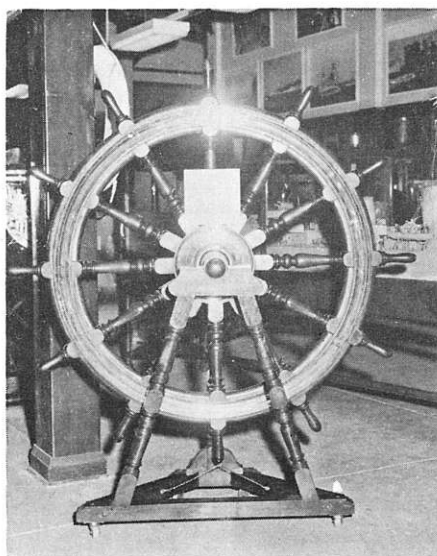
and renovated to accommodate a small portion of the trophies. The museum was opened to the public on January 17, 1942.

The museum has since then welcomed thousands of visitors including school groups from as far as Quebec, Toronto and New York, and the southern U.S.A. It has also been made available for special research to students, historians and specialists in military matters.

The museum is administered by the Canadian War Museum Board, which is composed of the Director of the Human History Branch of the National Museum of Canada, the Dominion Archivist, and representatives of the Navy, Army and Air Force. The curator of the museum acts as secretary to the board.

Following the Second World War, arms and equipment of the various countries involved in the fighting in Europe, little by little found their way into the museum collection. Most of these trophies were received from the armed services.

Generally it has been quite easy to obtain arms and heavy equipment, but in the case of clothing and personal



A valued trophy in the Canadian War Museum, Ottawa, is this wheel from the cruiser Rainbow, the first warship commissioned into the Canadian naval service. (O-13285)

equipment the story is quite different. Practically all the clothing on hand has been donated by retired personnel of the services. This source has been satisfactory in the case of officers' uniforms but not so good in the case of other ranks. As a matter of interest it is noted that the museum has in its possession only one set of the 1907 pattern web equipment, as used in the 1914-18 conflict, and only one infantry and one cavalry tunic of the general issue pattern of that period.

Although the museum has quite a good collection of modern equipment it is somewhat disturbing to admit that there is a definite lack of items pertain-

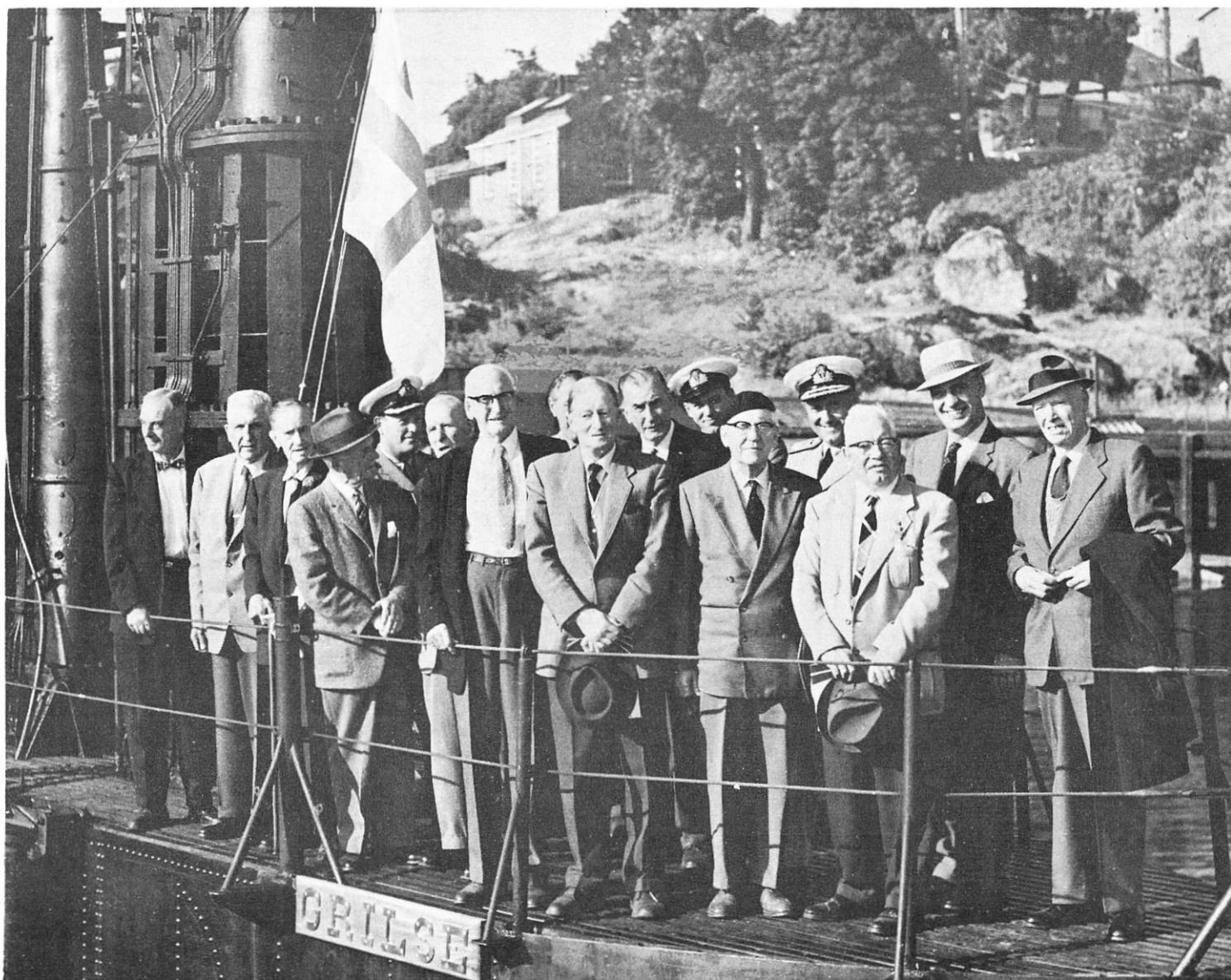
ing to the early history of Canada and especially the Riel Rebellion, the Fenian Raids and the numerous wars between England, France in America and of the continuous battles with the Indians.

Serious efforts are being made to overcome this shortage of relics of the early period of our history and it is hoped that it is not too late to remedy the situation. It is possible that some of the important relics of those days are still laying in forgotten corners, waiting to be picked up and placed where every effort will be made to keep them for posterity.

The small staff of the museum and the limited funds available are not

sufficient to undertake the extensive traveling that would be necessary to obtain significant results. Consequently the Museum must depend on the good will of Canadians at large to locate and report the existence and availability of these relics. It is felt that units of the active and reserve forces of the Royal Canadian Navy, located as they are across Canada could be of some assistance in providing the missing links.

Suggestions and offers of specimens are always welcome. These should be made either by interview or in writing to the Curator of the Canadian War Museum, 350 Sussex Drive, Ottawa.—L.F.M.



Old-time submariners who now reside in British Columbia, accompanied Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, on board the Grilse on July 20 for a half-day cruise in the Strait of Juan de Fuca. Shown are, left to right, Lt.-Cdr. Walter Wingate, RNR (Ret), Shawnigan Lake; Captain C. D. Donald, RCN (Ret), Sidney; Cdr. C. B. Allen, RN (Ret), Victoria; Captain L. J. M. Gauvreau, RCN (Ret), Victoria; Captain J. C. Pratt, Chief of Staff of Canflagpac; R. Tipton, Duncan; Commodore W. J. R. Beech, RCN (Ret), Port Washington, North Pender Island; G. Gilbert, Victoria (almost hidden); F. W. Crickard, Vancouver; Captain B. L. Johnson, (RCN) (R) (Ret), Vancouver; Lt.-Cdr. E. G. Gigg, commanding officer of the Grilse; R. J. Bower, editor, The Victoria Colonist; Rear-Admiral Finch-Noyes; George Brisco, Victoria; Dr. J. P. Tully, Nanaimo, and Captain A. F. Peers, RCN (Ret), Burnaby. Submarine service of some of the guests dated back to the outbreak of the First World War. Lt.-Cdr. Wingate commanded the torpedo boat, HMCS Grilse, in 1916. (E-62075)

Omnibus Paratus

ON SEPTEMBER 1, 1951, No. 1 Naval Helicopter Flight was commissioned under the command of Lt.-Cdr. J. D. Lowe (now Commander). Its complement consisted of three officers and six men with a temporary location in No. 110 hangar (it is still there). The flight was equipped with three Bell HTL-4 helicopters of which only one was assembled and none had a radio.

The first few months were spent in getting assembled and established in the new field of helicopter flying. It wasn't long, however, before commitments were being regularly received by the operations officer and the squadron began proving its worth.

The fall of 1951 was spent doing light search and rescue duties, along with transfer of personnel and equipment. In April 1952 the squadron took delivery of what was to become "the work-horse of the fleet", the HO4S. With this versatile machine at its disposal the capabilities of the flight increased to its present status. Then, came the job of evaluating the equipment to be used by the rescue helicopters. Each piece of equipment was put through its paces as the crew whipped itself into operational shape.

In December 1952 No. 1 Naval Helicopter Flight became VH-21. With the squadron at full strength, the tempo of flying went into high gear as evaluations were commenced on dunking sonar. This work paved the way for the other helicopter squadron, HS-50, at present in commission in the RCN. With complete data and the knowledge of the now-experienced helicopter pilots, a set was quickly designed and tactics were worked out.

A new job was given the squadron in May 1953—that of stocking lakes in the local area with trout. Many pilots today will not admit the true reason for their phenomenal luck with trout fishing.

September found the RCN showing off its machines at the CNE. Toronto's mayor, Allan Lamport, was flown down University Avenue to the Exhibition with none other than Igor Sikorsky as his pilot.

In May 1954 new equipment in the form of three Vertol HUP helicopters was delivered to the squadron. These helicopters are now in service with VU-33 on the West Coast.

Although rescue work is not a primary role, the squadron was and is often called upon, because of its location, to take part in search and rescue field. Time after time the crews from the squadron have been despatched to airlift a sick or injured person to a location where suitable treatment can be given. This work, along with such things as returning lost or stranded hunters, makes up a good percentage of the flying time.

Both in November 1956 and October 1958, the entire squadron's efforts were directed to rendering assistance at



Springhill where the disastrous mine collapses occurred. Blood was despatched from the Halifax banks and the more seriously injured miners were flown to the hospitals.

Much valuable information on small-ship helicopter operations had been gained from the squadron's detachment in HMCS *Labrador* when she circumnavigated the continent. As the eyes of the ship it obtained information on the condition of channels and ice floes as the ship threaded her way through the Northwest Passage.

November 1956 marked the first time a helicopter had landed on a DDE. Lt.-Cdr. R. V. Bays performed this task which has since become a routine procedure and led to the present program

of conversion of St. Laurent class ships to helicopter carriers. Then, in January 1959, the *Cape Scott* and *Cape Breton* received their helicopter decks and trials were completed on these.

The newest role in which the squadron has been employed is forest fire-fighting. In August and September 1960 HU-21 flew numerous hours in five aircraft ferrying men and supplies to fire-ridden areas. This year again helicopters were busy battling the fires in Newfoundland.

As a result of the introduction of an anti-submarine helicopter squadron into the Navy, VH-21 was given the job of converting pilots to rotary-wing aircraft. A course was designed whereby a pilot received his familiarization on the Bell, upon completion of which he finished his conversion on the HO4S. Since that time all helicopter training has been carried out in this squadron, training both full-time and proficiency pilots.

What of the personnel who have served here? Three pilots have been awarded George Medals while in HU-21. Lt.-Cdr. J. H. Beeman and Lt.-Cdr. Roger Fink (now Commander) received the decoration for the daring rescue of 21 men from the decks of the freighter *Kismet II* when it went aground against a Cape Breton cliff. PO L. P. Vipond and AB P. A. Smith received Queen's Commendations for their part in the rescue.

Lt.-Cdr. D. A. Muncaster received the other George Medal when he rescued a pilot from the burning wreckage of a *Sea Fury*. The present commanding officer, Lt.-Cdr. W. E. James, was made an MBE in recognition of his action in flying a seriously ill woman from St. Paul's Island to Sydney Airport through a blinding snowstorm.

Upon reflecting on the last ten years it is interesting to note that some squadrons have changed from Avengers to Trackers, other squadrons from Sea Furies to Banshees but HU-21 has the same aircraft it started with. This is a sure sign of the high calibre of maintenance which has been given these aircraft by the men who keep the machines flying.

True to its motto HU-21 remains "Omnibus Paratus"—ready for anything.—*The Navalair*.

AFLOAT AND ASHORE

OVERSEAS

HMCS Niobe

Officers and men who have served in HMCS *Niobe* during the last 12 years will be interested to learn that Edith England, until recently the senior telephonist at the Canadian Joint Staff, London, has retired.

Popularly known as "Blighty", Miss England retired last May at the age of 73 after more than 50 years as a telephone operator in England.

The occasion of her retirement was marked by a tea party at which members, both service and civilian, of the RCN, Canadian Army, RCAF and DRB were represented. A record player was presented to Miss England on this occasion as a token of appreciation for her 12 years of loyal service at CJS(L).

"Blighty's" efficient service, her vast experience as a telephonist and her cheerful voice will be missed.

ATLANTIC COMMAND

Communication Division

(HMCS *Cornwallis*)

Things have been happening in the Communication Division during the last 18 months or so.

The Big Change in communication training, as in most other trade training in the RCN, dates from January 1, 1960. This was when the division began getting used to "RM", "SG", "On-the-Job Training", "User-Maintainer Training" and a host of other new phrases and concepts. Instructors and trainees have been living with it and working with it for a year and a half and—let's face it—a whole new generation of communicators has never worked under any other system. (Most of these "new" concepts have been around as long as there has been a Navy—they're just a bit more formalized with an official title and procedure now.)

To see how many of the RCN's communicators have come under the new training scheme, consider the number who have passed through the Communication Division (or School; we'll have a few words on that later). Five classes,



A cadet from the West German frigate *Graf Spee* poses with two Canadian university cadets and a comrade outside the main gate of *Cornwallis*. Left to right are Cadet Michael Duckert, of Berlin; UNTD Cadet Charles W. Gerhart, Mannville, Alta.; Cadet Jeorg. Silberbord, Hameln (Weser), and UNTD Cadet Sandy Park, Calgary. The German cadets, visiting Halifax in the *Graf Spee*, were overnight guests of the UNTDs at *Cornwallis*. (DB-15579)

made up of 258 signalmen, passed out in 18 months. This includes 12 SG4, 14 SG3, 59 SG2 and 173 SG1. The Radiomen, who have a longer course, total 187: 11 RM4, 8 RM3, 51 RM2 and 117 RM1.

The Trade Group One classes have gone on to on-the-job training and the fleet examination before getting their Trade Group One qualification. The higher trades courses have been "conversion" courses, designed to bring each man's knowledge into line with the new trade specifications, while at the same time advancing him to the next higher trade group.

The figures quoted above are in addition to members of other trades who have been cross-trained in communications, and also the 152 officers and 323 cadets who have received everything from First Summer Cadet Communication Training to the latest Long Communication Officers' Course. In August there were well over 200 trainees in the division.

The most noticeable change, made on September 1, 1960, is reflected in the new name. On that date it ceased to be "HMC Communication School" and became "Communication Division, (*Cornwallis*) Fleet School, *Stadacona*. This means that it is now amalgamated with the other trade training divisions of the Fleet School on the East Coast. The division still works administratively for the captain of *Cornwallis*, but for training purposes, whereas it once reported to the Director of Naval Communications, Ottawa, and later to the Director of Naval Training, it now reports directly to the Commodore, RCN Barracks, Halifax, through the Training Officer, Fleet School *Stadacona*.

There is also a Sub-Division of the COMDIV (*Cornwallis*) in the old Electrical School, *Stadacona*, where a "Communication Equipment Sub-Division", headed by Lt. D. H. Nelson, with a staff of eight Chief and POs is located. Here communication equipment training for RMs, SGs and LTs is given.

The COMDIV has made its influence felt pretty widely in the last 18 months, all the way from the United Kingdom, where the Long "C" Course received part of its training, to British Columbia, where an instructional team from the COMDIV gave some electronic warfare courses last May. There were plenty of volunteers to carry baggage on both these trips.

The officer-in-charge during this whole period has been Lt.-Cdr. M. A. Turner. Other members of the staff at the time of writing were: Lt. R. L. Copp, RN; Lt. J. A. Walker, Jr., USN; Lt. J. L. Kay; Lt. B. W. Green; Cd. Off. A. S. Brockley, and Cd. Off. C. W. Bourgeois; Chief Petty Officers F. W. Hodgkins, H. McAloney, W. Degen, A. Renshaw, N. F. Williams, G. Carr, D. P. Campbell, H. Haines, E. Duncan, R. Bennett, P. Lewis, E. Carey, J. Wilks, J. Nicholls, G. Clark, C. J. Nast and R. G. Kettle, and Petty Officers K. Beaver, C. D. Williams, A. Rowley, T. Schives, W. Billard, R. Symons, Parent, H. Rands, A. Roberts, A. Hill, R. Deschenes, R. Aggett, R. Moore and R. Janes.

Although the period reported on has been a busy 18 months and although the name has changed, the spirit of the "Cradle of Communicators" has not, and visitors—Communicators or not—who happen to be in the *Cornwallis* area are most welcome to drop in and see the "New Look" for themselves.—A. R. McC.

HMCS Stadacona

August 1961 will be long remembered by close to 200 Halifax youngsters, for it was during this month that they were guests of the RCN at a series of outings given them by *Stadacona*.

The outings were organized by the *Stadacona* Welfare Committee and were sponsored individually by each division in the barracks. They were conducted for the benefit of under-privileged or physically handicapped Halifax children and are intended to replace the annual Christmas parties formerly held in the *Stadacona* gymnasium.

The last of the "Stadacona Picnics", as they have come to be called, was held on August 29 at McNab's Island near the entrance to Halifax harbour and was attended by 32 crippled children. They were brought to the Halifax Naval Dockyard by the famous Walter Callow Wheelchair Coach and were met there by wrens and members of the *Stadacona* P&RT staff who supervised them during the outing.

The children, ranging in age from six to 13 years, were taken by boat to the island where, on a stretch of sandy beach not far from the site of the old

Fire-fighting School, they were able to build sand castles or paddle in the shallow ocean water.

The fresh salt air together with the exercise soon whetted appetites to king-size proportions and it wasn't long before the hot dogs, soft drinks and ice cream—most of which was generously donated by various Halifax firms—were disappearing as fast as they could be served up. After a rest, the children were again allowed to swim under the watchful eyes of the P&RT instructors while the wrens busied themselves with the job of tidying up.

All too soon it was time for the boat to arrive to take the youngsters back to the mainland but not before each was presented with a small toy to take home as a reminder of the happy time spent with their new-found Navy friends.—J.T.M.

HMCS Loon

HMCS *Loon*, a unit of the smallest class of ships in commission in the RCN, sailed from Halifax June 20 on a reserve and sea cadet training cruise that took her to St. Lawrence river and gulf ports. She returned to Halifax in mid-July.

Under CPO Trevor Lovekin, the *Loon* called at Canso, N.S., Charlottetown, Tracadie, Gaspé, St. Anne des Monts, La Malbaie, Quebec City, and Montreal. On her return trip she revisited Quebec and Rimouski, and added calls at Grindstone, in the Magdalen Islands, and Sydney.

The 92-foot Bird class patrol vessel provided afloat training for members of the RCN (Reserve) and sea cadets in several of her ports-of-call.

The *Loon*, built by Taylor Boat Works in Leamington, Ont., is employed mainly in the air-sea rescue role. Her class is unique in having chief petty officers in charge instead of officers in command. The complement is 18 men.

HMCS Huron

In mid-August the *Huron* slipped and proceeded along the coast of Nova Scotia, through the Canso Canal, up the Gulf of St. Lawrence to the Bay of Chaleur and on to the City of Campbellton, which lies 16 miles from the mouth of the Restigouche river.

On arrival at Canso, the *Huron* embarked 20 sea cadets, who had been on annual training in Cape Breton, for the overnight trip home to Campbellton. The ship's company was most co-operative and exerted every effort to make the cadets comfortable and to teach them as much as possible during the brief cruise. The keenness shown by

the cadets was gratifying to the ship's company.

The 16-mile cruise up the Restigouche River impressed members of the ship's company with the rugged beauty of the countryside. The area is particularly interesting to the student of naval history since it was the scene of one of the last naval engagements, the Battle of the Restigouche, in the summer of 1760, between the British and the French, to decide who should rule Canada.

On the evening of arrival a reception was held on board for members of the city council and leading citizens of the community. The *Huron's* visit coincided with a week of celebrations scheduled to culminate in the opening of the new Cross-Point bridge, connecting the provinces of New Brunswick and Quebec. Unfortunately the *Huron* had to leave the day before the ceremony.

A full program of sports and social activities was arranged for the visit, including softball games and a climb to the top of Sugarloaf Mountain, with its magnificent views. A dance every night was arranged by the Mainbrace Club (the naval veterans' association). Clubs maintained by the veterans of the other services were also most helpful in making the visit a pleasant one.

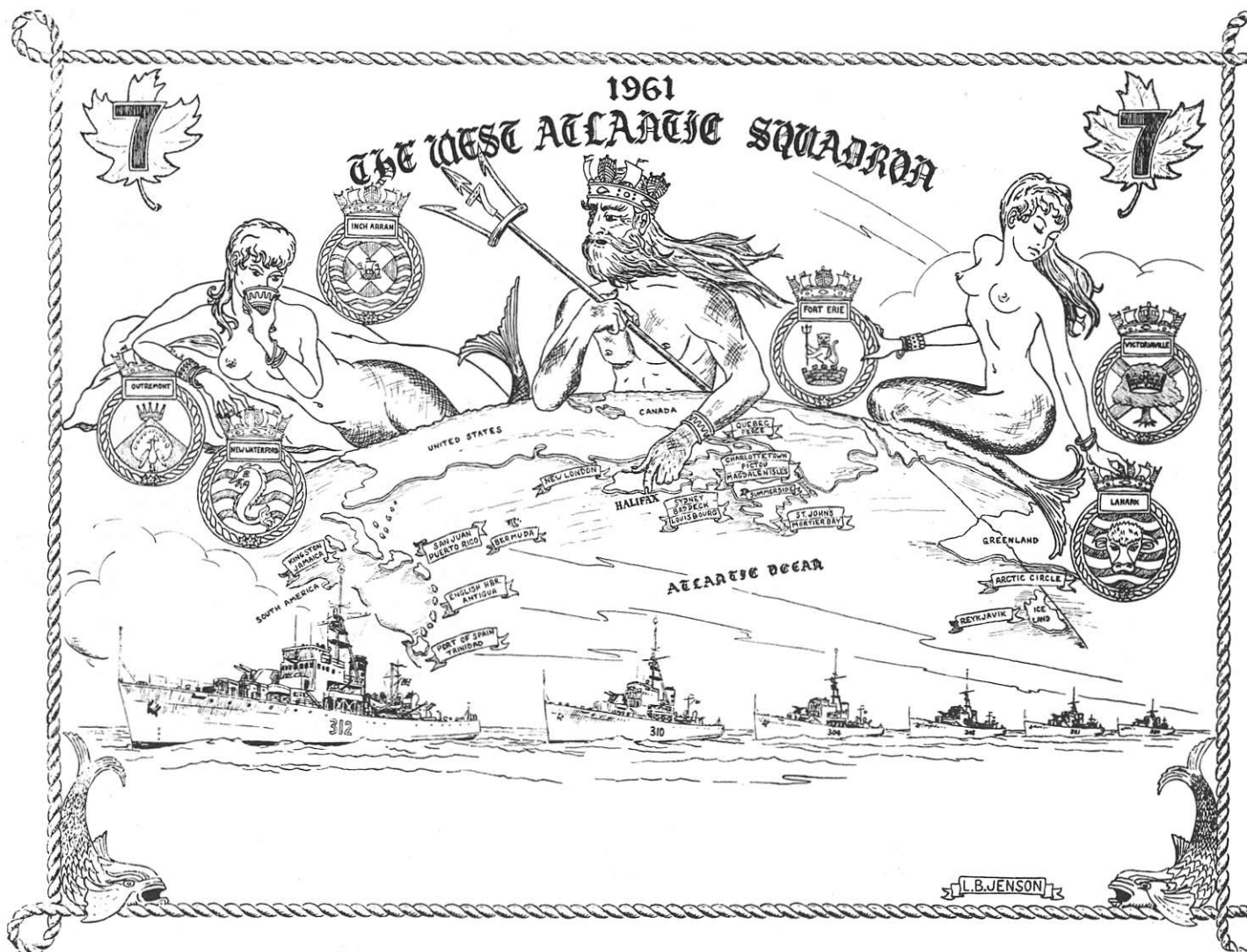
On Wednesday, August 16, a guard, made up of members of the ship's company, took part in the city's parade.

The day before the *Huron's* departure, a medium-sized merchantman went aground off Garde Point. She ran over the bar on the port side of the channel and was sucked quite heavily into the mud. While proceeding down the channel, the *Huron* was able to approach close enough to the merchantman to break the latter free from the suction with the destroyer escort's wash. Since this took place at high water the merchantman was able to make her way back into the channel and from there into Campbellton.

A sailor never forgets a good port and Campbellton will live in the memory of the *Hurons* for a long time to come. At the end of the visit the city council entertained the ship's officers at an excellent dinner where reciprocal presentations were made.

Seventh Escort Squadron

The Seventh Escort Squadron during the past summer ranged the western Atlantic from the coast of South America to the Arctic Circle in three cruises which provided "at-sea" training for some 375 university naval cadets. All told, 11,615.5 miles of steaming.



The West Atlantic Squadron of bardic fame sailed out of the misty past this year to scour the seas from the Spanish Main to the ice-strewn Arctic. More prosaically, the frigates of the Seventh Canadian Escort Squadron carried out three training cruises for UNTD officer cadets. Their travels are depicted in this cruise certificate from the pen of the squadron commander, Cdr. L. B. Jenson, who also commands the Fort Erie.

The last of the three cruises got underway from Halifax August 7 for a voyage in northern waters, with Iceland the ultimate call. It is believed that the visit of the Seventh Squadron (Fort Erie, Inch Arran, Lanark and Outremont) was the first official Icelandic call by Canadian warships since the Second World War.

Canadian authorities in Reykjavik responsible for the visit were H. F. Hallgrímsson, CBE, honorary Canadian consul general, and the Canadian charge d'affaires, present from Oslo, G. V. Beaudry. Captain H. Bruce Carnall, naval, military and air attaché at Oslo, had made preliminary arrangements.

The ships arrived at Reykjavik on the morning of August 17. Cdr. L. B. Jenson, squadron commander, paid calls, including one on His Excellency Asgeir Asgeirsson, President of Iceland.

There was a full round of entertainment. Bus excursions for the sailors to

Thingvellir, one of the oldest parliamentary seats in the world, were arranged by the city of Reykjavik. About 1,000 visitors toured the ships on the afternoon of the 18th.

Golfing and shooting matches, soccer and basketball games were played with local residents throughout the five-day stay. On Sunday, August 20, the ships landed 100 cadets and men to lay a wreath at the Commonwealth Memorial and a spray at the graves of those lost in the first HMCS Skeena. One platoon consisted of cadets, the other of Second World War veterans. The graves of the Skeena casualties are about four miles from the island capital. The Skeena was wrecked at Hvalfjord further along the coast when she dragged anchor in a gale in October 1944 with a loss of 15 lives. A guard with a bugler was paraded for the memorial service. Lt. Jack Hannam, of the Fort Erie, was parade officer. Chaplain (P) Ian H.

Williams RCN(R) of the Lanark, conducted prayers.

This is believed to be the first time that foreigners have been invited to march through Reykjavik under arms.

Six hundred visitors came to the "open house" on board the Canadian warships that afternoon.

On August 21, a squadron luncheon was held on board HMCS Fort Erie, attended by the President of Iceland, two cabinet ministers, the mayor of Reykjavik, the American ambassador, the British charge d'affaires, Rear-Admiral Robert B. Moore, USN, of Headquarters Iceland Defense Force, and Mr. Hallgrímsson, the honorary Canadian consul general. This also is believed to be the first time that an Icelandic president has ever consented to visit a foreign warship. A president's guard of 96 men under Lt. Hannam was paraded for the occasion and His Excellency not only complimented the guard

on its bearing but insisted that all luncheon toasts be conducted seated, in accordance with service custom.

The squadron left Iceland on August 22 to conclude a most successful visit. The ships headed north to cross the Arctic Circle but barely made it, being forced south by large ice floes drifting off Greenland. Nevertheless, the squadron was treated to the moon's eclipse on August 25 and a brilliant display of northern lights the following night.

On August 26, the force went to action stations on main and secondary armament in unit firing manoeuvring at 16 knots and managed to scratch one tall iceberg. On the 27th, amateur ornithologists eyed and photographed the thousands of puffins, murres and gannets ashore on Funk Island off Sir Charles Hamilton Sound.

Father Neptune deferred his visit for the Arctic Circle crossing until the first dog watch of August 22, boarding the *Fort Erie* with roars of thunderflashes. His chain of office was a necklace of kippers. He was accompanied by *Aurora Borealis*, the Recorder, the Prosecutor, his Chief of Police and a staff of Seals and Polar Bears, all of whom duly initiated the ship's company as "Bluenosers."

On August 28, the force, at anchor in Harbour Grace, Newfoundland, held the cadet regatta, which was won by the *Fort Eries*. There had been a warm-up for this event in Mortier Bay, Nfld., on the first leg of the cruise.

Following a cordial three-day visit to St. John's, the ships returned to Halifax September 3.

HMCS Bonaventure

Commodore Michael G. Stirling formally took up his appointment September 18 as Senior Canadian Officer Afloat (Atlantic). He was formerly

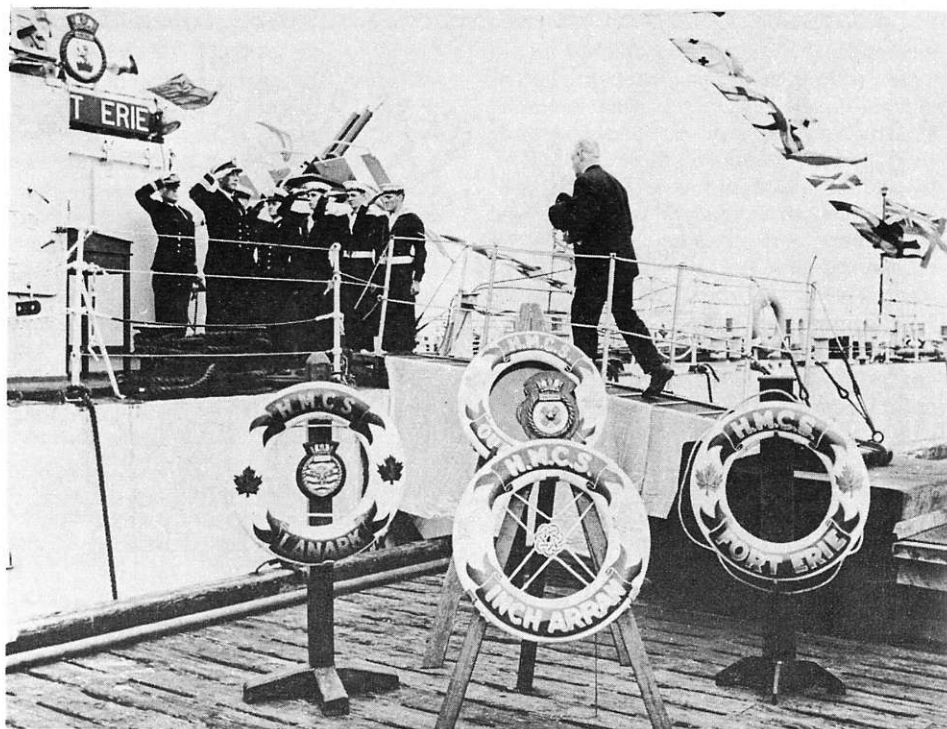
'Space' Verse for Hymn Proposed

Cdr. J. E. Volonte, USN, has composed a suggested addition to the Naval Hymn, according to the U.S. *Navy Times*. The new verse goes like this:

Eternal Father, King of Birth,
Who did create the heav'n and earth,
Who bids the planets and the sun
Their own appointed orbits run:
O hear us when we seek Thy Grace,
For those who soar through outer space."

The Naval Hymn was added to earlier when the Navy became air-minded and protection for aviators was asked.

Cdr. Volonte's verse is being considered by the Chief of the Chaplains, USN.



His Excellency Asgeir Asgeirsson, President of Iceland, is believed to be the first Icelandic president to visit a foreign warship. He is shown as he boards HMCS Fort Erie, senior ship of the Seventh Canadian Escort Squadron, at Reykjavik as a luncheon guest.

Naval Member of the Directing Staff at the National Defence College, Kingston.

In the ceremony, on board the aircraft carrier *Bonaventure*, in Halifax, he took over the appointment from Commodore James Plomer, later appointed Deputy Naval Comptroller at Naval Headquarters.

HMCS Hochelaga

A donation of \$165, on behalf of the ship's company, the wardroom and the chief and petty officers' mess, has been made by Cdr. Peter Cossette, commanding officer of HMCS *Hochelaga*, to the Newfoundland Fire Relief Fund.

The drive was sponsored in the Montreal area by radio station CKGM and three cheques, representing *Hochelaga's* gifts, were turned over to the radio station's general manager, Don Wall.

NAVAL DIVISIONS

HMCS York

York, Toronto's naval division, has two new senior officers. A new executive officer and a new first lieutenant were appointed September 16.

The new executive officer is Lt.-Cdr. Peter Wilch and the new first lieutenant is Lt. Dick Lester.

Cdr. Harry Lingwood, who was the executive officer for the past two years, retired and this resulted in the two

appointments. A change-over ceremony took place at York on Wednesday evening September 20.

The retirement of Cdr. Lingwood came 25 years to the day of his enlistment as an ordinary seaman. The pressure of his civilian occupation has prevented him from extending this direct association with the Navy. However, Cdr. Lingwood intends to be fairly active in York's Retired Officers' Association and the NOAC and in this way keep up on most of the naval activities in the Toronto area.

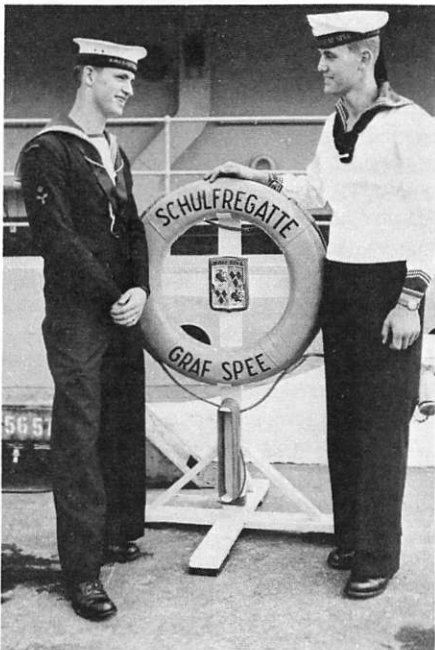
His successor as executive officer, Lt.-Cdr. Wilch, has been associated with the navy since June 1940, when he too joined as an ordinary seaman. His experiences during the war carried him through most seas of the world and involved him in such famous encounters as the chase of the German battleship *Bismarck*, the offensive at D-Day, and the Pacific operation at Okinawa.

Lt. Lester joined the RCN(R) in 1950 while a student at the University of Western Ontario. After obtaining his commission in 1953, he joined York.

HMCS Cabot

The wrens of *Cabot*, the St. John's naval division, collected 14 cartons of clothing for donation to the fire victims of Newfoundland. The cartons were delivered to Salvation Army headquarters, on September 9.

HERE AND THERE IN THE RCN



AB Rod Scotland, an engineering mechanic in HMCS Cap de la Madeleine, chats with Sailor Claus Brinkmann, of Legeilippe, Germany, who serves in the West German training frigate Graf Spee. The August visit to Halifax was the first by a German warship in 24 years. (HS-65812)



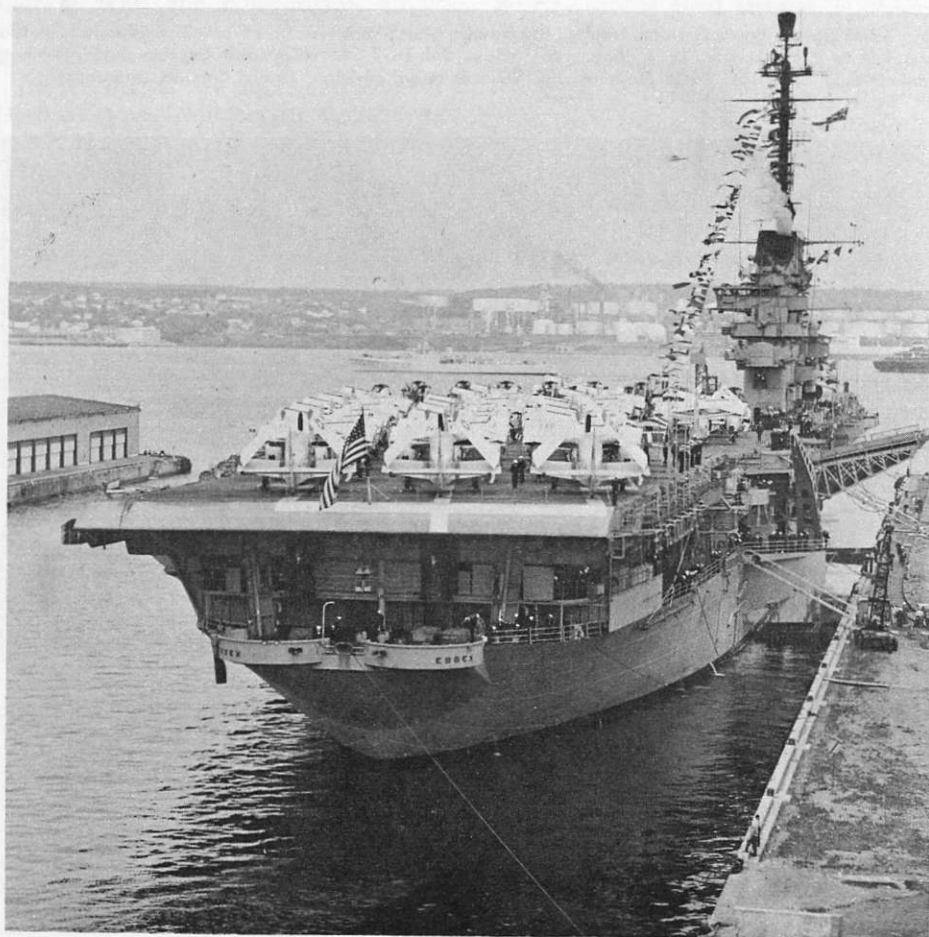
Admiring the Barry German Trophy, emblematic of the most improved naval division in Canada, are, left to right, Lt.-Cdr. D. E. Rigg, staff officer, Sub-Lt. T. A. Wiley and Captain J. D. Garrard, commanding officer of HMCS Malahat, the Victoria naval division. (Daily Colonist photograph)



Twenty-nine "Prep" year College Militaire Royal cadets, during their 1961 summer cruise in HMCS Cap de la Madeleine, were guests of the Marine Historical Association at Mystic, Connecticut. Primitive transport took them sightseeing in the completely restored 19th century whaling port. A number of fine nautical collections and six ancient "wind-jammers" in the harbour provided a living lesson in the history of the sea. On the following day, by contrast, they toured the U.S. Naval Submarine base at New London, Conn., and were briefed on nuclear submarines and ballistic missiles. (Official Mystic Seaport Photograph)



Crew members of Mobile Anti-Submarine Training Unit 1, now on a tour of western naval divisions, are, left to right: AB Valmore Muncey, Ldg. Sea. Carl Fuller, PO Robert Laframboise, CPO Thomas Scratch, chief petty officer in charge of the unit; PO Alex Donnachie, second-in-charge, and AB James Jenereaux. The training unit is based at the headquarters of the Commanding Officer Naval Divisions, Hamilton. (COND-7230)



USS Essex, flagship of the USN Anti-Submarine Carrier Group Three, arrived in Halifax August 4 for a recreational visit. She was accompanied by five destroyers and a submarine. The visiting Americans joined in Navy Day celebrations August 5 and made up the largest force to call at the East Coast port during the summer—3,700 personnel. (HS-65715)

Sunset Ceremony Photos

MEMBERS of the 1961 guard and band who took part in the Sunset Ceremony on Parliament Hill in Ottawa and who are now widely dispersed, may wish to obtain individual copies of the photographs taken. Accordingly a selection from official photographs has been made and is published below.

The list is not complete, but it is considered these photographs provide the best general coverage. The quality is governed by the fact that the pictures were taken at sundown.

For those wishing to obtain copies of the montage (CN-6268), which appeared in the August *Crowsnest*, it is recommended the larger sizes would be most suitable.

The photos are listed according to their negative numbers, each of which has a brief accompanying caption which serves to identify the photo. Instructions for obtaining pictures appear on page one.

O-13774 — Band counter-marching on the centre walk of the Parliament lawn.

O-13775 — Guard and band drawn up before the dais at the time of firing the feu-de-joie.

O-13786 — Guard marching past the National War Memorial en route to the Parliament Buildings.

O-13789 — Guard and band on the centre walk at sunset with Army and RCAF bands.

O-13793 — Guard marching along Wellington Street en route to Parliament Buildings.

O-13780 — Informal group picture taken at HMCS Gloucester.

O-13761 to O-13769 — Bandsman with members of parliament. Specify names of individuals when ordering. . .

CN-6268 — The montage on page three of the August *Crowsnest*. Individual photograph numbers making up the montage are: top left, O-13791; top right, O-13773; bottom left, O-13795; bottom centre, O-13790; bottom right, O-13794.

SCIENCE AND THE NAVY

Officer Invents D/F Trainer

This summer the security mantle was lifted from an interesting invention conceived by Lt. H. O. Baker, electrical officer in HMCS *Crescent*. This is a Crown-owned invention consisting of a device that can be used to train radio-direction-finder operators and has been in use at HMCS *Gloucester* for some years.

Lt. Baker used considerable ingenuity to incorporate existing components into a low-cost, flexible and effective training device.

The invention permits four D/F sets to receive, as though they were on board four separate and displaced ships, indications of a target moving in any direction on a horizontal plane at any speed from 0 to 40 knots. It imitates a radio frequency signal radiating from the target, variable in frequency throughout the range of the D/F set being used. The strength of the signal is also variable and in the control of the instructor. The signal is voice or CW modulated.

As a final touch, the device illustrates the effect of ship's yaw on the bearing of the signal, the effect of fading with distance and can imitate the effect of sky waves.

The heart of the trainer is an ordinary goniometer unit for each of the four D/F sets. An RF signal is fed to the rotor of the goniometer and the stator windings read the field of the rotor coil as though they were fore-and-aft or port-and-starboard loops of the D/F sets. The rotor position is controlled by an ARL plotting table giving a mechanical indication of change of bearing of target. The body of the goniometer carrying the stator coils is rotated by a cam mechanism causing the same effect as turning the loops of a D/F equipment aboard ship.

Considerable ingenuity has been applied in arranging the RF signal input. An oscillator unit that operates between 1.5 and 25 Mc/s, voice or CW modulated, drives four separate amplifiers and phase-change units. Each unit amplifies the signal from the oscillator and splits it into two phases, one being fed into the sense input of the D/F set and the

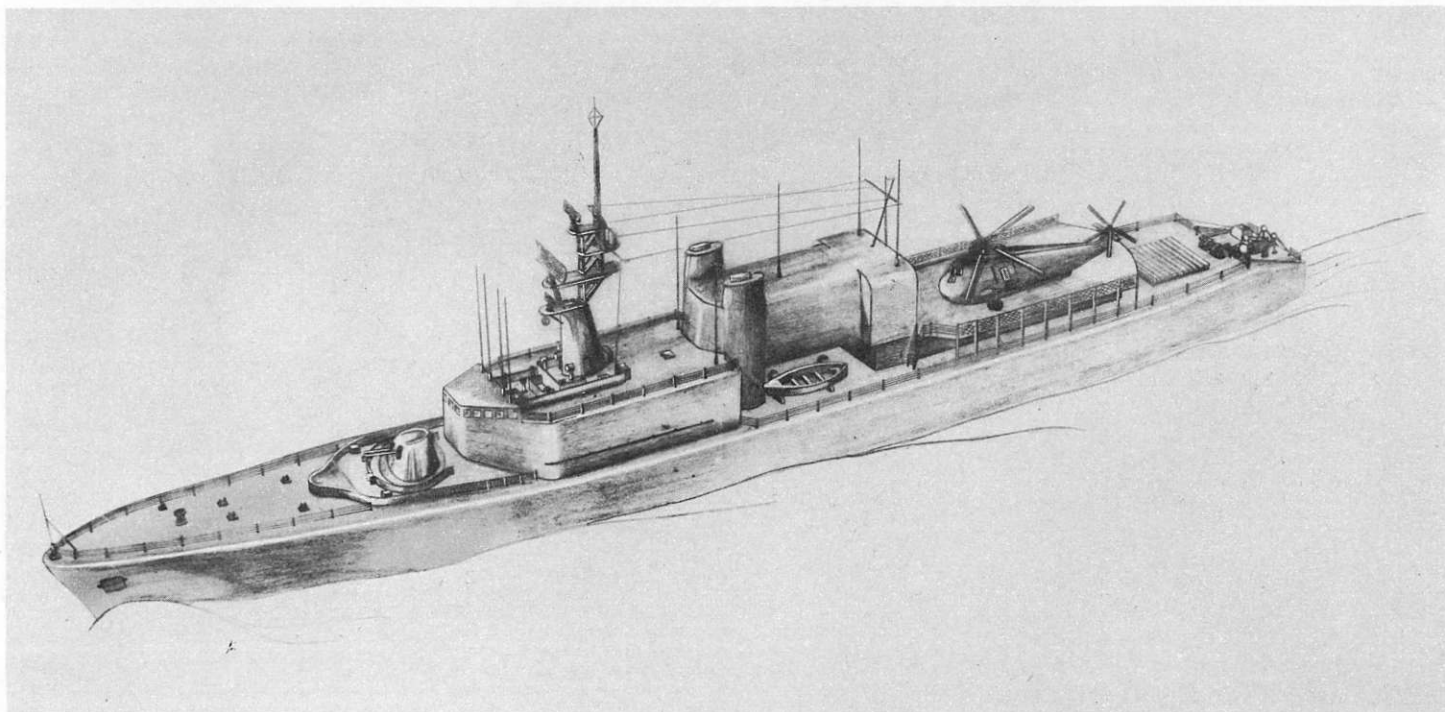
other phase being fed to the goniometer unit.

The gain of each RF amplifier is controlled by an attenuator in the input and by a helipot which varies tube bias. The attenuator is used for setting up the initial signal strength to the unit and the helipot (whose setting is controlled by the plotting table) simulates fading with increase of range.

The development of this device was undertaken by Lt. Baker in addition to his normal duties and he has earned congratulations on the development of the trainer which has given good service at a minimum of cost.—A.N.H.

Propose Freezing Ship in Ice Pack

A study to determine the feasibility of freezing a ship into the Arctic Ocean ice pack for a three-year scientific research program is currently being conducted by the U.S. Navy's Bureau of Ships. Such a vessel would in effect drift with the ice pack and would have a standby propulsion system to permit



The last two destroyer escorts of the six-ship Mackenzie class, now under construction, are being equipped with helicopter hangars and platforms and variable depth sonar, similar to the planned St. Laurent class modification, pictured in the June issue of *The Crow'snest*. As the above perspective drawing shows, it is proposed that the Annapolis and Nipigon have twin funnels to provide increased space for the hangar. (CN-6231)

advantage to be taken of cracks or "leads" in the ice to manoeuvre into a more favourable position.

U.S. Navy officials have for a number of years considered the possibility of locking an American research ship into the ice pack. The present study was activated by the Office of Naval Research at the request of the Underwater Sound Laboratory in New London, Connecticut. Since the investigation is still in an exploratory stage, no funds have as yet been set aside for purchasing hardware or for putting the program into effect.

Due to the absence of any large land masses in the Arctic region, the establishment of Antarctic-type base stations there is impossible. Therefore, the ship would be used as a floating "Little America" station.

Specifications require a vessel which would withstand the rigorous ice conditions to be encountered. Sufficient space would be available aboard the ship to allow for elaborate laboratory equipment, as well as to provide more comfortable living accommodations than are now available.

The ship would have several advantages over stations now established on natural floating ice islands. Many physical hazards such as the problem of ice disintegration would be eliminated.

In addition, the larger and more sensitive laboratory facilities would permit completion of a great variety of studies, and the gathering of more comprehensive information.

Similar projects by Arctic explorers have been undertaken previously—twice by Norwegians and once by a Russian icebreaker—although not on the scale which is now proposed. The first ship was Nansen's *Fram*, which drifted from 1893 to 1896 from the northeastern coast of Siberia to the ice north of Svalbard. In the early 1920's Amundsen attempted to drift into the central Arctic in the *Maud*, but the drift was confined to the Siberian coastal waters. From 1937 to 1940, the Soviet icebreaker *Sedov* drifted along a path roughly similar to that of the *Fram*. A great many scientific studies were accomplished on all of these expeditions.

A wide variety of scientific projects have been proposed in the event the program is considered feasible. Among these are:

Sea ice studies, including physical properties, behaviour, drift patterns and forecasting techniques. Physical and biological oceanography.

Seismic, magnetic and gravimetric characteristics of the Arctic Basin.

Standard surface and upper air meteorology.

Micrometeorology; radiation budget of sea ice.

Aurora and other ionospheric investigations.

Electro-magnetic phenomena.

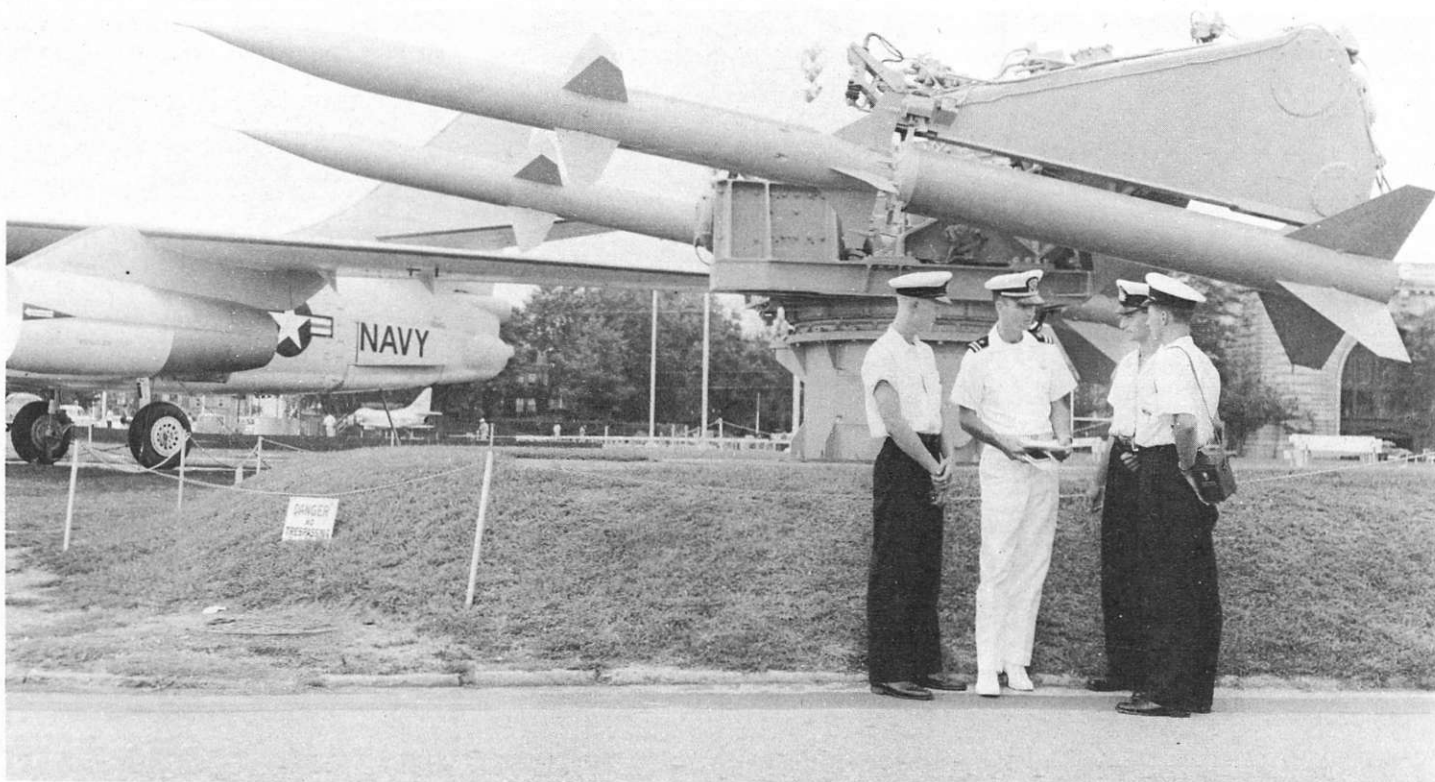
U.S. Navy's 'HO' To Become 'OO'

The U.S. Congress is considering legislation which would change the name of the U.S. Navy's Hydrographic Office to the Oceanographic Office, says the *Army Navy Air Force Journal*. The purpose is to reflect more accurately the present activities of the office.

Congress was given the following explanation of the difference between hydrography and oceanography:

"Hydrography is the study of the shape of the ocean floor. If you were to consider the ocean a bucket of sea water, hydrography is the shape of the bucket."

"Oceanography includes the shape of the bucket, but it also includes the chemical, physical, biological structure and nature of the water in the bucket, and also the atmosphere that overlies the bucket."



Officer Cadets Vilnis Auns, Marc Jette and Richard Ouellette, of College Militaire Royale de Saint-Jean, pause near a battery of Nike missiles at the United States Naval Academy, Annapolis, Maryland, to chat with Lt. Moe Stuart, USN. The Regular Officer Training Plan cadets made a summer training cruise to the Caribbean and U.S. ports on board the *Cap de la Madeleine*. (HS-65432-83)

THE NAVY PLAYS

Golf Trophy Won For Fourth Time

Golfing RCN officers won again over Canadian Army and RCAF officers in the Halifax area to retain the Hic-Cup for the fourth consecutive year.

A total gross score of 710 by the Navy's eight-officer team defeated second-place RCAF who had 778 and Army with 802.

In individual competition, the RCAF fared well as S/L J. V. Pierpont captured low gross with 81, F/L C. K. Rintoul had low net and G/C A. G. Dagg had low score for nine holes.

Cdr. W. H. Fowler was runner-up for low gross with 82 and paced his team-mates, Captain M. A. Davidson, Lt.-Cdr. G. H. Emerson, Lt.-Cdr. M. R. Morgan, Chaplain J. E. Williams, Sub-Lt. A. Morris, Lt. J. M. Mills and Lt.-Cdr. M. G. Thompson, in the Hic-Cup competition.

Discovery Tops 2 Softball Leagues

HMCS *Discovery's* softball squad brought two trophies to the naval division for inter-service supremacy in the Vancouver league this year. The tars, who finished last in competition in 1960, knocked over teams from the Army, Air Force and Oakalla Prison Farm in a twin-league setup.

The league trophy was the first silverware to find a home in the trophy case aboard, when the softballers walloped the RCAF, Army and the Prison Farm team in what has been termed the "little big league".

The Tri-Service trophy wasn't won so easily. Navy played-off with Army and in the fourth inning the soldiers were ahead 6-1, but Navy came back strong to take a lead of 10-6 at the top of the ninth and managed to stave off an Army rally in the closing minutes of the game to win out 10-9.

Cornwallis Holds Swimming Meet

The 52nd new entry bi-monthly swimming championships were held at Cornwallis on September 26. Four divisions were in competition, with Kootenay division winning the meet by amassing 37 points.

Cdr. C. H. LaRose, new entry training officer, presented the team trophy to Ord. Sea. John Campbell, Kootenay division.

'Bonnie' Golfer Best in Command

The Atlantic Command golf tournament was held on the Digby Pines golf course at the end of July. The winner of the individual championship and the Oland and O'Keefe Rosebowl was AB T. Burns, of the *Bonaventure*, with 84-86 for a total of 170. Runner-up was CPO N. Keseluk, of the *Nootka*, with 171. Low net score for "A" section was won by AB C. Nickerson, of the *Porte St. Jean*, with 147.

Lt.-Cdr. J. M. Bond, of Cornwallis, was the winner of the low gross for "B" section, with a 175. The low net was taken by Cdr. W. H. Fowler, of *Stadacona*, with a 139.

"C" section low gross went to Ldg. Sea. E. Thompson, of the *Gatineau*, 197, and the low net was taken by PO H. Rands, of Cornwallis, with a 139.

The Atlantic Command team trophy was captured by Cornwallis "A" team with a 707 score. *Stadacona* "B" took low net with a 591.

Tri-Service Title To Shearwater

Shearwater came out on top in the 1961 Tri-Service softball championships, sponsored by Cornwallis on September 8 and 9. There were eight teams entered, four navy, three army and one air force.

The championship was decided when *Shearwater* defeated Cornwallis 12-2 in the final game.

Captain R. M. Steele, commanding officer of Cornwallis presented the Tri-Service softball shield to *Shearwater's* team captain, Ldg. Sea. R. A. Lee.

Greenwood Sweeps Tri-Service Golf

The tri-service golf championships were held on August 18 and 19 at the Digby Pines Golf Club, with HMCS Cornwallis as host.

RCAF Greenwood was the winning team, taking away the Lieutenant Governor's trophy, the Dartmouth Sports Store trophy for unit team low gross and the Lynch trophy for service team low gross.

Major-General E. C. Plow, Lieutenant Governor of Nova Scotia, made the presentations.

Navy Wives Take Softball Title

The Navy Wives of HMCS Churchill emerged as the champions in softball on September 19, when they topped the Ladies' Softball League 2-1 in the finals.

The league was formed in June, with five teams entered. These were Fort Churchill Military Hospital, Navy Wives, Ladies' Single Quarters, Fort Churchill Laundry and Townsite.

In the semi-finals Hospital, Single Ladies, and Laundry went down fighting to Navy Wives and Townsite. Navy Wives topped the League during season play.

How To Stay On Full Pay

One of the most long lived of the Royal Navy's flag officer must have been Nova Scotia-born Admiral of the Fleet Sir Provo Wallis, GCB, who died in 1892, just short of his 101st birthday. As a lieutenant he had served in the *Shannon* at her celebrated capture of the USS *Chesapeake* in 1813 and, with his captain seriously wounded and the first lieutenant killed, had taken command and brought the *Shannon* and her prize into Halifax.

It is related that when in receipt of full pay as an Admiral of the Fleet aged 95, he was invited by the Admiralty to commute his pay. He replied he had no desire to do so. Their Lordships then informed him that, should he elect to remain on full pay, he would continue to be liable for sea service.

To this he replied that nothing would delight him more than to be sent to sea, but that he would remind Their Lordships that he was by some 20 years the most senior naval officer in the service and would, therefore, be bound to be in command of any fleet in which he might serve. And, moreover, that while he had served in nothing but sail, the entire Navy had since transferred to steam.

He continued to enjoy his full pay up to the day of his death.—*Admiralty News Summary.*

RETIREMENTS

CPO CHARLES ALEXANDER BRODIE, C2WU4, of Toronto, Ont., joined RCNVR June 15, 1940, transferred to RCN February 28, 1944, served in Toronto naval division, Stadacona, Fundy, Venture, NOIC Toronto, Chaleur II, Swift Current, ML 053, ML 072, Niobe, HMS Vernon, Humberston, Cornwallis, Peregrine, Llewellyn, Micmac, Iroquois, Swansea, Nootka, La Hullose, Micmac, Bytown, Portage, Naden, Magnificent, Swansea, Prestonian, Algonquin; awarded CD; retired August 11, 1961.

CPO HARRY JAMES CANNON, C1ER4, of Winnipeg, Manitoba, joined RCNVR June 12, 1941, transferred to RCN May 1, 1942, served in Winnipeg naval division, Naden, Stadacona, Columbia, Avalon, Peregrine, Drummondville, Shelburne, Iroquois, Warrior, St. Stephen, Magnificent, Sioux, Chaudiere; awarded CD; retired September 30, 1961.

PO ALBERT CHARTIER, P1ER4, of Montreal, Que., joined RCNVR June 5, 1941, transferred to RCN March 4, 1946, served in Cartier, Stadacona, St. Clair, Avalon, Sarnia, Niobe, RNB Portsmouth, Prescott, Skeena, Peregrine, Scotian, Algonquin, Naden, Donnacona, Scotian, Micmac, Nootka, La Hullose, Magnificent, Quebec, Saguenay, St. Laurent, Sault Ste. Marie, Bonaventure; awarded CD; retired August 6, 1961.

CPO LINDSAY WILFRED COOPER C2NS3, of Halifax, N.S., joined September 16, 1940, served in Naden, Stadacona, Cobalt, St. Clair, The Pas, Moncton, Peregrine, Niobe, Cornwallis, Scotian, Provider, Warrior, CANAS Dartmouth, Magnificent, Shearwater, York, Restigouche, Hochelaga, Donnacona; awarded CD; retired September 15, 1961.

PO FRANCIS HILL COVERDALE, P1HT4, of Victoria, B.C., joined July 15, 1941, served in Naden, Givenchy, Stadacona, HMS Quebec, Jonquiere, HMS Ferret, Loch Morlich, Niobe, Rimouski, Cornwallis, HMS Excellent, Crusader, Uganda, Givenchy, Rockcliffe, Crescent, Ontario, Stadacona, Haida, Comox Cedarwood, Ontario, Fraser; awarded CD; retired August 8, 1961.

CPO EDMUND ROBERT ELDRIDGE, C1ER4, of Fort Frances, Ont., joined RCNVR August 11, 1941, transferred to RCN June 28, 1943; served in Naden, Royal Roads, Courtenay, Givenchy, Prince David, Stadacona, Cornwallis, Peregrine, Hochelaga II, Inch Arran, Qu'Appelle, Scotian, Nootka, Prevost, Iroquois, Swansea, Quebec, Bonaventure; awarded CD; retired August 10, 1961.

CPO FRANK GEORGE ELSTON, C1CM4, of Brandon, Manitoba, and Victoria, B.C.; joined September 14, 1936; served in Naden, Fraser, Royal Roads, Prince David, Stadacona, Givenchy, Bytown, Burrard, Warrior, Ontario, Hochelaga; awarded RCN Long Service and Good Conduct Medal; retired September 13, 1961.

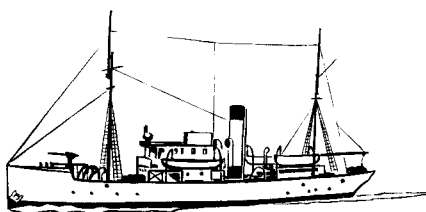
CPO RUSSELL JOHN FITZSIMMONS, C1BN, of Marada, Sask., and Winnipeg, Manitoba; joined September 13, 1937; served in Naden, St. Laurent, Armentieres, Nootka, Stadacona, Comox, Hochelaga, Baddeck, Buctouche, Kelowna, Givenchy, Outarde, HMS St. Keenan, Hochelaga II, Frontenac, Avalon, Chaleur, Glace Bay, Cornwallis, Peregrine,

New Waterford, Givenchy, Rockcliffe, Ontario, Athabaskan, Cayuga, Saguenay; retired September 12, 1961.

CPO RAYMOND JOHN GRAHAM, C2RP4, of Keeler, Sask., and Regina, Sask., joined RCNVR August 11, 1941, transferred to RCN February 24, 1942; served in Regina naval division, Naden, Givenchy, Guysborough, Stadacona, Chicoutimi, Moose Jaw, Hochelaga, Beaverton, Uganda, Ontario, Ehkoi, Antigonish, Cayuga, Beacon Hill, Crusader, Sussexvale, Unicorn, Niobe, HMS Dryad, St. Laurent; awarded CD; retired September 30, 1961.

CPO GEORGE RICHARD WALTER HORNETT, C1SN4, of Loverna, Sask., and Nelson, B.C.; joined September 16, 1940; served in Naden, Sans Peur, Stadacona, HMS Parrsboro, Eyebright, HMS Ferret, Cornwallis, Camrose, Niobe, Forest Hill, Avalon, ML 051, Camrose, Dundas, Qu'Appelle, Iroquois, Givenchy, Rockcliffe, Ontario, Cedarwood, Swansea, HMS Vernon, Crescent, Beacon Hill, St. Therese; awarded CD; retired September 16, 1961.

CPO EDMUND DRUMMOND IRONSIDE, C1ER4, of Nanaimo, B.C., and Victoria; joined June 10, 1940; served in Naden, SS Princess Mary, Givenchy, Prince Robert, Lockport, RCN College, Peregrine, Vancouver, Cornwallis, Niobe, Crusader, Givenchy, Rockcliffe, Ontario, Stadacona, Magnificent, Royal Roads, Bytown; awarded CD, retired August 24, 1961.



CPO STANLEY FREDERICK LAWRENCE, C2CM4, of Marylebone, London, England, and Chatham, England; served in RN March 2, 1936-May 6, 1948; joined RCN(R) August 7, 1948, transferred to RCN December 4, 1948; served in York, Magnificent, Stadacona, Micmac, Quebec, Huron, Shearwater, Naden, St. Laurent, Terra Nova; awarded RCN Long Service and Good Conduct Medal; retired September 1, 1961.

CPO DONALD GERARD MACKINNON, C2NS3, of Parkhill, Ont., and Strathroy, Ont., joined RCNVR August 13, 1941, transferred to RCN December 17, 1945; served in London Naval Division, Stadacona, St. Laurent, Avalon, Runnymede, Peregrine, Prevost, Naden, Nootka, Swansea, Shearwater, Portage, Quebec, PNO Halifax, RNO St. John, St. Laurent, Haida; awarded CD; retired August 12, 1961.

CPO PHILIP ERNEST LE MASURIER, C2BN3, of Vancouver, and Eburne, B.C., joined September 16, 1940; served in Naden, Stadacona, Skeena, Niobe, Peregrine, Scotian, Stratford, Cornwallis, Toronto, Warrior, Ontario, Antigonish, Quebec, Huron, Crusader, Royal Roads, James Bay; awarded CD; retired September 15, 1961.

CPO MURRAY BEESELY MILLER, C1BN4, of Swift Current, Sask., joined September 13, 1937; served in Naden, St. Laurent, Stadacona, Reindeer, Spikenard, Otter, Venture, Niobe, Fortune, Chaudiere, Peregrine, Qu'Appelle, Sioux, Givenchy, Rockcliffe, Queen, Cornwallis, Cedarwood, Cayuga, Sault Ste. Marie, St. Therese, St. Laurent; awarded Mention in Despatches, June 14, 1945, and RCN Long Service and Good Conduct Medal; retired September 12, 1961.

CPO WALTER EDWARD MILLS, C2ER4, of Halifax, N.S.; joined September 16, 1940; served in Naden, Stadacona, St. Laurent, Cornwallis, Morden, Hochelaga, Parry Sound, Avalon, Peregrine, Middlesex, Scotian, Warrior, Haida, La Hullose, Portage, New Liskeard, Nootka, Toronto, Huron, Swansea; awarded Commendation, March 31, 1947, and CD; retired September 25, 1961.

CPO RAYMOND ALEXANDER MOORE, C1ER4, of Halifax, N.S., and Elmsdale, N.S., joined RCNVR January 23, 1940, transferred RCN August 26; served in Stadacona, SS Aurania, Fennel, Arrowhead, Bittersweet, Niobe, Thunder, Peregrine, New Liskeard, Iroquois, Naden, Quebec, Cape Breton, Sault Ste. Marie, Thunder; awarded CD, Mentioned in Despatches January 1, 1945; retired August 25, 1961.

CPO WILLIAM JOSEPH PERRIER, C1HT3, of Halifax, N.S., joined RCNVR September 24, 1940, transferred RCN September 27, 1944; served in Stadacona, Star, Scotian, Peregrine, Uganda, Naden, Givenchy, Rockcliffe, Magnificent; awarded CD; retired September 26, 1961.

CPO EUGENE PETERS, C2BN4, of Regina, Sask., joined July 31, 1939; served in Naden, Stadacona, HMS Malaya, Restigouche, Preserver, Avalon, Mayflower, Niobe, Peregrine, Cornwallis, Dundurn, Warrior, Magnificent, Quebec, Coverdale, Shearwater, Bonaventure; awarded RCN Long Service and Good Conduct Medal, Commended for good service in HMCS Mayflower, October 17, 1944; retired August 2, 1961.

CPO FRANK WALFROD, C1ER4, of Toronto, Ont., joined RCNVR June 21, 1940, transferred RCN November 26, 1940; served in Toronto naval division, Stadacona, Malaya, Kenogami, Scotian, Peregrine, Haida, Huron, Iroquois, Micmac, Cayuga, St. Stephen, Crescent, Saguenay; awarded CD, retired September 15, 1961.

CPO ALEXANDER GORDON WATSON, C2ET4, of Toronto, Ont., joined RN September 15, 1941 to April 18, 1945, RCN April 19, 1945; served in Niobe, Cornwallis, Warrior, Stadacona, Haida, Magnificent, Iroquois, York, Quebec, Montcalm, Labrador, Portage, Bonaventure; awarded CD; retired September 25, 1961.

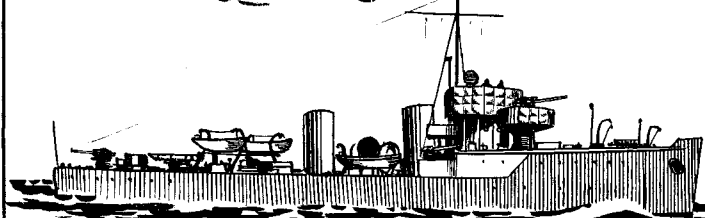
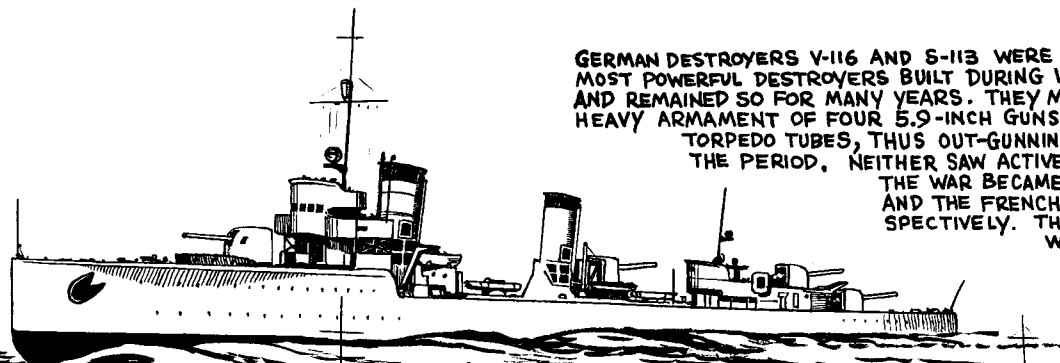
CPO DONALD WILLIAM WIGGINS, C2WS4, of Montreal, Que., joined RCN September 23, 1936; served in Stadacona, St. Laurent, Skeena, HMS Drake, Niobe, HMS Excellent, Athabaskan, Saskatchewan, Sioux, Uganda, Warrior, Nootka, Haida, Micmac, Donnacona, Naden, Stettler, Jonquiere; awarded DSM June 19, 1945, CD and 1st Clasp; retired September 22, 1961.

Naval Lore Corner

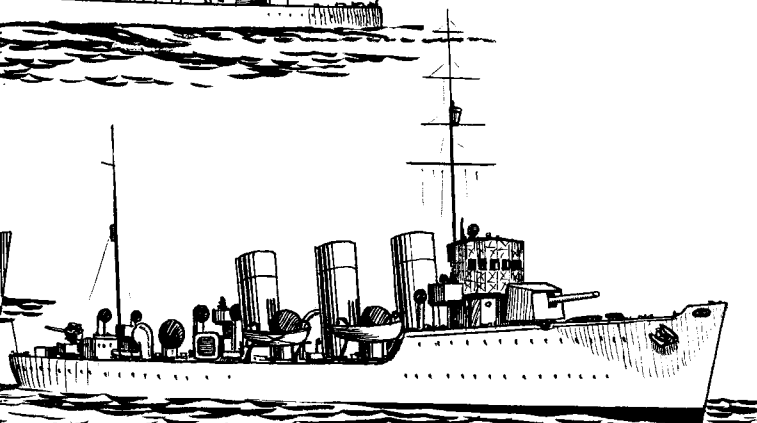
Number 98 DESTROYERS OF THE PAST

DESTROYERS AS WE HAVE KNOWN THEM IN THE PAST ARE FAST BECOMING A DYING BREED. IT IS INTERESTING TO LOOK BACK UPON SHIPS OF THIS FAMOUS TYPE OF OVER 40 YEARS AGO WHEN THEY WERE EVOLVING INTO WHAT, FOR MANY YEARS, WAS THE MOST USEFUL CLASS OF SHIP IN THE NAVIES OF THE WORLD...

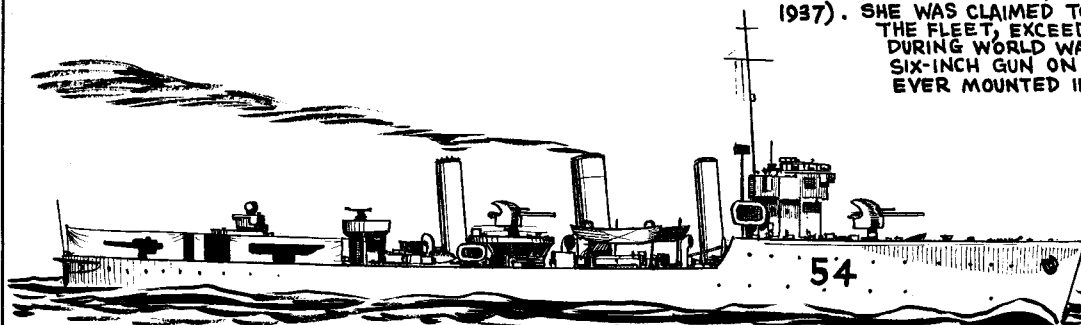
GERMAN DESTROYERS V-116 AND S-113 WERE THE LARGEST AND MOST POWERFUL DESTROYERS BUILT DURING WORLD WAR I (2,400 TONS) AND REMAINED SO FOR MANY YEARS. THEY MOUNTED THE EXTREMELY HEAVY ARMAMENT OF FOUR 5.9-INCH GUNS AND FOUR 21.7 INCH-TORPEDO TUBES, THUS OUT-GUNNING MANY CRUISERS OF THE PERIOD. NEITHER SAW ACTIVE SERVICE AND AFTER THE WAR BECAME THE ITALIAN "PREMUDA" AND THE FRENCH "AMIRAL SÉNÉS" RESPECTIVELY. THEIR SEA-PERFORMANCE WAS DISAPPOINTING...



H.M.S. EDEN, BRITISH "RIVER" CLASS DESTROYER OF 1903 (540 TONS) HAD SIX SCREWS ON TWO SHAFTS. OF A CLASS TYPICAL OF PRE-WORLD WAR I CONSTRUCTION, SHE CARRIED FOUR 12-PDRS. AND TWO 18-INCH TORPEDO TUBES...

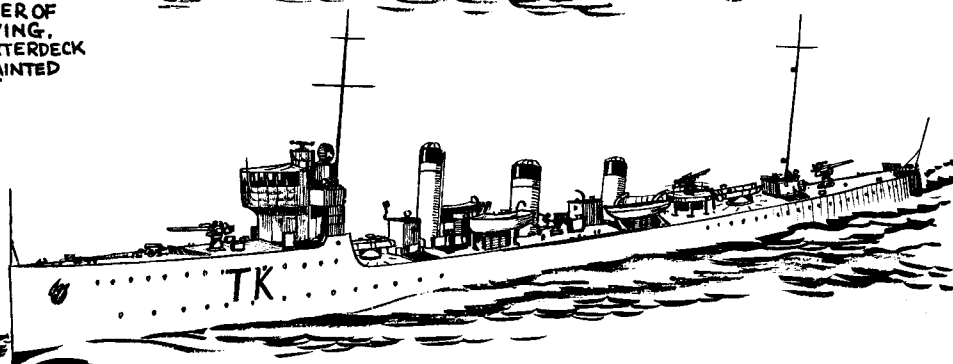


H.M.S. SWIFT (SPECIAL FLOTILLA LEADER) BUILT IN 1907 WAS THE LARGEST R.N. DESTROYER OF HER DAY AND WAS NOT EXCEEDED IN SIZE FOR 30 YEARS (BY THE "TRIBAL" CLASS OF 1937). SHE WAS CLAIMED TO BE THE FASTEST SHIP IN THE FLEET, EXCEEDING 40 KNOTS ON OCCASION. DURING WORLD WAR I SHE WAS ARMED WITH A SIX-INCH GUN ON THE FORECASTLE... THE HEAVIEST EVER MOUNTED IN A BRITISH DESTROYER...



H.M.S. LEGION (ABOVE), AN 'L' CLASS DESTROYER OF WORLD WAR I, WAS CONVERTED FOR MINELAYING. THE MINES WERE CONCEALED ON THE QUARTERDECK BY CANVAS SCREENS UPON WHICH WERE PAINTED A GUN AND TORPEDO TUBES TO DECEIVE THE ENEMY....

THE 12 FRENCH "ALGÉRIEN" CLASS (1917) DESTROYERS (RIGHT) WERE ALL BUILT IN JAPAN FOR THE FRENCH NAVY, AND AVERAGED 5 MONTHS IN CONSTRUCTION! OF 830 TONS, THEY CARRIED ONE 4.7-INCH GUN, FOUR 12-PDRS. AND FOUR 18-INCH TORPEDO TUBES AT A TOP SPEED OF 29 KNOTS. THE FRENCH CALLED THEM THE "TYPE JAPONAIS"...



Roger Duhamel

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