

# *The* CROWSNEST



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# The CROWSNEST

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## CONTENTS

	Page
<i>RCN News Review</i> .....	2
<i>HMCS Yukon</i> .....	5
<i>New Short Service Plan</i> .....	6
<i>Officers and Men</i> .....	7
<i>The Benevolent Fund</i> .....	10
<i>The Last Days of Sail (Part Two)</i> .....	11
<i>Navy Week</i> .....	15
<i>Afloat and Ashore</i> .....	17
<i>Reunion in Sarnia</i> .....	21
<i>Letters to the Editor</i> .....	23
<i>The Navy Plays</i> .....	25
<i>Lower Deck Promotions</i> .....	26
<i>Retirements</i> .....	28
<i>Naval Lore Corner No. 117</i> .....	<i>Inside Back Cover</i>

### LADY OF THE MONTH

With the commissioning of HMCS *Yukon* in North Vancouver on May 25, the Royal Canadian Navy acquired a new ship with a new ship's name. Thus the *Yukon* finds herself in the position of not having inherited a tradition, but inspired with the necessity of creating one.

The striking picture of the *Yukon* shown on the opposite page was photographed by PO Ernie W. Charles from Prospect Point, Stanley Park, Vancouver, as the new destroyer escort steamed through the Lion's Gate on pre-commissioning trials. (E-71892)

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*The Cover*—Commissioned in the RCN on May 11, 1961, the submarine *Grilse* has completed two busy years under the White Ensign. The photograph was taken on a quiet, sunny day in May as the *Grilse* went about her lawful occasions off the West Coast. (E-72032)



## RCN NEWS REVIEW

During a busy springtime tour of East Coast defence installations, foreign service attaches found time to pose for this group picture in the Shearwater wardroom. (DNS-30973)

### **International Exercise Held**

Ships, aircraft and submarines of the Canadian Maritime Command Atlantic and the United States Atlantic Fleet and aircraft of the Royal Air Force took part in a large scale anti-submarine warfare exercise in the western Atlantic during the latter part of May.

The Commander-in-Chief U.S. Atlantic Fleet scheduled the exercise, with the Commander Anti-Submarine Warfare Force, Atlantic, in command as overall co-ordinator.

The exercise, conducted by Rear-Admiral K. L. Dyer, Canadian Maritime Commander Atlantic, included Argus Maritime patrol aircraft from 404 and 405 Squadrons, RCAF Station Greenwood, and 415 Squadron, Summerside, P.E.I., Tracker anti-submarine aircraft from RCN Air Station, Shearwater, five destroyer escorts of the First and Fifth Canadian Escort Squadrons, eight frigates of the Seventh and Ninth Canadian Escort Squadrons and the submarine *Auriga*, of the Royal Navy's Sixth Submarine Division based at Halifax.

U.S. Navy forces participating included Neptune maritime patrol aircraft

from the naval air stations at Quonset Point, R.I., Brunswick, Me., and Argentia, Nfld., the anti-submarine aircraft carrier *Essex*, with S2F Tracker aircraft and ASW helicopters embarked, 11 destroyers of Destroyer Squadrons Four and 24, and Reserve Destroyer Division 302; submarines of Submarine

### **Atlantic Ships Win at Gunnery**

Restigouche class destroyers of the Fifth Escort Squadron, based at Halifax, have wrested a gunnery trophy from St. Laurent DDEs of the Second Escort Squadron, Esquimalt.

The trophy was originally put up by the West Coast squadron in 1961 to challenge the Halifax squadron to better any 90-day period of anti-aircraft and surface firing scores during the year. The challengers became the champions that year but analysis of 1962 returns from both squadrons clearly indicated that the East Coasters were decisive winners.

A letter from the commander of the second squadron (Captain G. H. Hayes) to the commander of the Fifth (Captain C. P. Nixon) has a never-say-die quality for it closes with the words: "It is requested that, as temporary custodian, you take good care of 'our' hardware."

Squadron Eight and two replenishment ships. Six Shackleton aircraft of the Royal Air Force participated and were based at Greenwood for the exercise.

### **NATO Ministers Meet in Ottawa**

The spring, 1963, ministerial meeting of the North Atlantic Treaty Organization was held in closed session in the West Block of the Parliament Buildings, Ottawa, May 22-24.

Delegates from the 15 NATO countries attended the conference which was covered by an estimated 500 press, radio and television personnel.

The opening ceremony was held in the chamber of the House of Commons. Speakers were Dirk Stikker, secretary general of NATO; Britain's Secretary of State for Foreign Affairs, the Rt. Hon. Earl of Home, who is president of the NATO Council, and the Prime Minister of Canada, the Rt. Hon. Lester B. Pearson.

### **Saskatchewan Reaches Halifax**

The destroyer escort *Saskatchewan* sailed May 28 from Kingston, Jamaica, for Halifax, to arrive June 3.



The warship, en route from the West Coast for service in the Atlantic Command, fuelled at Jamaica after remaining for part of May in the waters off Puerto Rico on the chance that she might be called upon to assist in the transport of Canadians wishing to leave Haiti if regular air service proved inadequate.

The *Saskatchewan* steamed through the Panama Canal at the end of April, then took part in closing exercises of the United States Navy League convention in San Juan, Puerto Rico.

A message from Naval Headquarters in late May said: "You have displayed early in your commission the ability of the RCN to fulfil an important role to protect Canadian interests. Well done."

The ship is the second of the six Mackenzie class destroyer escorts joining the fleet from Canadian shipyards. She was commissioned February 16 at Yarrows Ltd., Esquimalt.

### **Bluethroat Rescuers Honoured**

Commendation certificates from the Chief of the Naval Staff were presented on May 15 to the master and a seaman of CNAV *Bluethroat* for rescuing a crewman who fell overboard in January.

The CNS commendations, first to be presented to civilian employees of the RCN, were presented to Captain Randall Domenie and Seaman Ronald Smith by Commodore E. N. Clarke, Commodore Superintendent Atlantic Coast.

Randall Hardy, while fixing a ship's boat on January 3, fell overboard. The minelayer was lying alongside Jetty 2 in the yard. Hardy was unconscious, face down in the water. Seaman Ronald Smith without hesitation plunged into the 38-degree water to keep him from drowning. The *Bluethroat's* master, Captain Domenie, threw out a life line and also dived in. Minutes later, Messman G. A. Pace entered the bone-chilling water to help the half-perished trio ascend a ladder which had been lowered over the side.

Congratulations from the Chief of the Naval Staff, Vice-Admiral H. S. Rayner, were extended also to Messman Pace.

### **\$1,800 Award For Suggestion**

Lt.-Cdr. Douglas F. Tutte was presented on May 16 with a cheque of \$1,806.25 as an award for a suggestion which will result in a large saving to the Crown.



LT.-CDR DOUGLAS F. TUTTE

The suggestion award is the largest ever to be won by a member of the Royal Canadian Navy and one of the largest to be granted since the suggestion award plan was put into effect.

The cheque and a letter of congratulations from the Chief of the Naval Staff were presented to Lt.-Cdr. Tutte by Rear-Admiral J. V. Brock, Vice-Chief of the Naval Staff.

Lt.-Cdr. Tutte suggested re-scheduling certain new-construction ship trials in such a way as to effect a saving of time and money, and at the same time to achieve greater efficiency. The suggestion was forwarded to the Suggestion Award Board of the Public Service of Canada and, after investigation by technical officers of the RCN, was recommended for adoption.

Lt.-Cdr. Tutte was born in Regina on August 23, 1919, and was living in Saskatoon when he entered the RCN as a boy seaman in 1937. He served at sea in destroyers in the Second World War and was promoted to officer rank in 1944.

He was gunnery officer in HMCS *Iroquois* during the destroyer's first tour of duty in the Korean theatre, in 1952, and was awarded the Distinguished Service Cross for "courage and leadership" in action with enemy shore batteries.

Lt.-Cdr. Tutte is now serving on the staff of the Director of Naval Fighting Equipment Requirements at Naval Headquarters.

### **4,000 U.S. Sailors Visit Halifax**

More than 4,000 United States Navy personnel in 10 warships visited Halifax over the period of May 28 to June 4.

In the vanguard were five American submarines, arriving on May 28. They were the *Angler*, *Becuna*, *Blenny*, *Jallao* and *Croaker*.

Carrier Division 18, consisting of the aircraft carrier *Essex*, destroyers *Manley* and *Strong* and fleet oilers *Severn* and *Waccamaw*, arrived in port on the morning of May 29. Rear-Admiral E. E. Christensen is Commander, Carrier Division 18.

A round of sports, industrial tours and receptions was arranged for the visitors.

### **Bird Class Ships Go to Reserve**

The patrol ships *Cormorant*, *Loon* and *Mallard* were paid off into temporary reserve on May 23 at *Shearwater*.

The smallest commissioned ships in the RCN, these 79-ton patrol vessels were commanded by chief petty officers and each carried a crew of 18 men. The ships have been used largely for seamanship training and search and rescue duties.

They have been placed in reserve to allow their complements to be applied to meeting increased training and other commitments this summer.

### **Destroyer Escorts In Great Lakes**

Three destroyer escorts of the Third Escort Squadron, HMC Ships *Sioux*, *Haida* and *Nootka*, are involved in the Great Lakes naval training program this summer. The *Sioux* and *Nootka* left Halifax in early June, to join HMCS *Haida* at Hamilton. The latter went to the Great Lakes early in May.

The *Sioux* and *Nootka* will each undertake three Great Lakes cruises and will terminate the summer training of reserves in late August. The *Haida* will end her duties in the Lakes area earlier that month.

### **Program Stresses Safe Driving**

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, ordered a special three-day program during early June "to ensure that the attention of naval personnel is focused on the very vital problem of safe driving".

The program of lectures, films and slides backed up with displays, opened in the Dockyard on Tuesday June 4,



went to HMCS *Stadacona* Wednesday and to the RCN Air Station, *Shearwater*, on Thursday.

Lt.-Cdr. G. R. Lay, Area Fire Chief, as co-ordinator, had the full co-operation of authorities of the Nova Scotia Department of Highways.

### **Service Pay Rates Increased**

In keeping with the principle of maintaining rates of pay and allowances of members of the Armed Forces in line with wages and salaries in civilian occupations, upward adjustments have been approved by the government for all ranks effective October 1, 1962, it was announced by Hon. Lucien Cardin, Associate Minister of National Defence, on May 15.

The adjustments were made following a review of the pay and allowances of

the Armed Forces based on data as of October 1, 1962. The last previous general increase in rates for the Armed Forces was made in October 1960.

Increases include revisions in the basic rates of pay for each rank and changes in the arrangement for granting progressive pay which will enable increases to be granted at more frequent intervals than heretofore.

The trades pay structure has been revised by increasing the remuneration at the Group 2 level and by providing four levels for Group 3 tradesmen instead of the two provided previously. Group 3 tradesmen will be fitted into the new schedule as soon as classification of the various trades on the revised basis is completed. The increases that result will also be applied from October 1, 1962.

Additional allowances are provided for legal officers along similar lines to

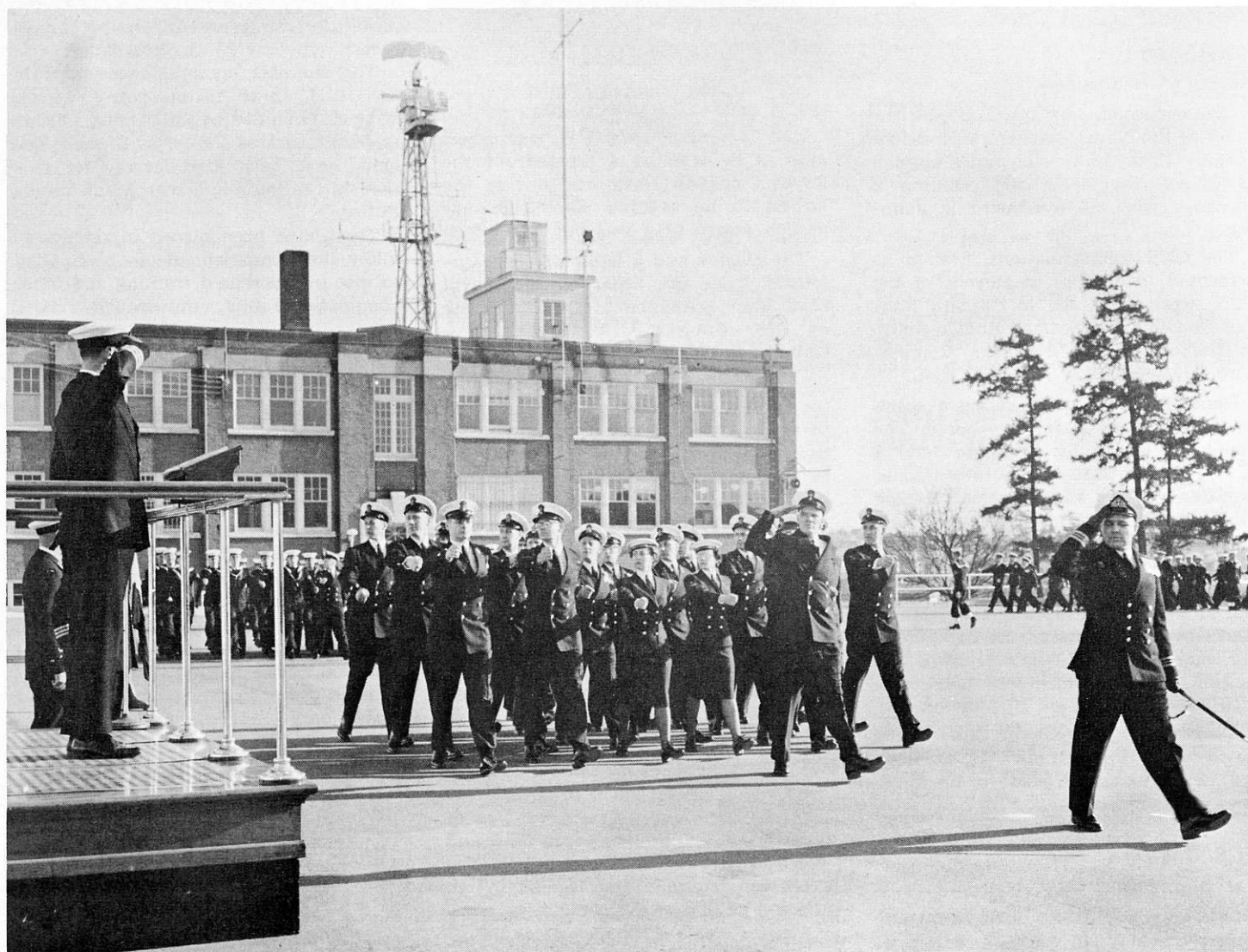
those which have been granted to medical and dental officers in the past to remove the inequalities between remuneration of legal officers in the Armed Forces and legal officers in the Public Service.

The revised rates apply to both Regular and Reserve Forces.

### **French Ships on Informal Visit**

Six French warships paid an informal visit to Halifax, beginning June 7. They carried a total of 1,400 personnel. Rear-Admiral M. P. Prache was in command.

The ships included the destroyers *Chevalier Paul*, *Guepratte* and *Forbin*; the frigates *Le Bourguignon* and *Le Normand* and the fleet oiler *La Baise*. Admiral Prache was embarked in the *Chevalier Paul*. The escorts stayed until June 12, the oiler until the 14th.



Shortly before their graduation members of the Limited Duty Officers Qualifying Course No. 5 marched past at ceremonial divisions on the parade ground of Naden to a selection composed by one of their classmates, CPO Jack McGuire. He composed his stirring "Academic March" exclusively for the Academic Division while attending classes at the prep school. (E-71117)



# HMCS YUKON

**H**MCS *Yukon* was commissioned into the Royal Canadian Navy on the afternoon of Saturday, May 25, at Burrard Dry Dock Company Ltd., North Vancouver. The guest of honour was the Hon. John R. Nicholson, Minister of Forestry.

The *Yukon* is the third of six Mackenzie-class destroyer escorts to join the fleet. HMCS *Mackenzie*, name ship of her class, was commissioned in Montreal last October and HMCS *Saskatchewan* was commissioned in Esquimalt in February. Three more of the Canadian-designed ships are under construction in Canadian shipyards.

The new warship is named after the Yukon River and is the first in Her Majesty's navies to bear that name.

Her keel was laid at Burrard Dry Dock Company Ltd., in March of 1960; and she was launched on July 27, 1961. Her sponsor was Mrs. Harkness, wife of the Hon. Douglas Harkness, then Minister of National Defence. Mr. and Mrs. Harkness were among the guests at the commissioning.

Commanding the *Yukon* is Cdr. Robert W. J. Cocks, formerly on the staff of the Director of Officer Personnel in Naval Headquarters.

Commodore S. M. Davis, Director General Ships, Naval Headquarters, formally accepted the ship for the RCN.

In his address, Mr. Nicholson said:

"Having been born on the Atlantic and having lived in Vancouver and other great ports for most of my life, I love the sight and the sound of the sea, and I have been made aware—proudly aware—of the part that ships and men of the sea have played and continue to play in the history of our country and in the history of our Commonwealth. Consequently, I am very pleased to represent the Government of Canada and more particularly the Minister of National Defence, the Hon. Paul Hellyer, at this historical event. I bring you Mr. Hellyer's greetings and I can assure you that he would have been delighted to have been with you today had it not been for the NATO Ministerial Meeting that is being held in Ottawa this week.

"There is a special significance attached to the commissioning of any ship. To those who have had a hand in the

building of this magnificent, this gleaming ship, it represents the completion and recognition of a job well and truly done. To the ship it means the beginning of a career having but one purpose—to serve Canada.

"The moment the White Ensign is raised and the commissioning pennant is hoisted this career begins. And so long as her commissioning pennant is aloft, HMCS *Yukon*, and those who serve in her, will be on duty, whatever the hour of day, whatever the day of the year.

"This is something that is perhaps not generally appreciated. There are people, I suspect, who think a warship only fulfils her mission in life when she goes dashing into action, all guns blazing, torpedoes spurting, mortars firing, and so on.

"True, a warship is built, equipped and armed, and her crew is trained, to fight to win. But a warship, this ship, could very well go through her whole career without having once seen action. We hope and pray that such will be

## Yukon Girl Guest of Ship

Even before the destroyer escort *Yukon* was commissioned, a link was established with the territory in which the Yukon River, after which the ship is named, rises.

Twelve-year-old Betty Flynn of Dawson City, gold rush capital at the turn of the century, was on her way home from the Shrine Hospital in Portland, Oregon, where her crippled limbs had been undergoing treatment for the past nine months, when the ships' officers learned of her presence in Vancouver.

The little Indian girl was welcomed on board the nearly completed ship at Burrard Dry Dock Company Ltd., North Vancouver, in early May by the captain-designate, Cdr. R. W. J. Cocks, his executive officer, Lt.-Cdr. H. H. W. Plant, and Captain J. C. Gray, Senior Naval Officer, Vancouver area.

Although she has to use crutches, Betty gamely toured the ship with the captain. Later she and her mother, Mrs. Rowena Flynn, were luncheon guests of the captain.

The *Yukon's* sailors plan to write letters and send photographs to Betty regularly to keep her advised of the ship's travels and adventures. Betty will thus serve as a continuing link between the ship and the northern river after which the *Yukon* was named.

the case, but even if that proves not to be so, at the end the ship and the men who have served could say, with pride: Mission fulfilled.

"The job of the Navy is to preserve the freedom of the seas and ensure the security of our shores. This is a job the Navy performs every bit as much in time of peace as when called upon in the time of war. It is a job the Navy is doing today, at this very moment. And when I speak of the Navy, I refer not only to the Navy as a whole, but to each individual ship, to each individual unit ashore, and to each and every officer and man. Nor do I exclude the ancillary services and the industrial base upon which the Navy so greatly and confidently depends.

"Here in Vancouver we are keenly aware of how important is the sea, to this city, to this province, to all of Canada. No one need tell us about sea-borne trade and what it means to the economy and to progress.

"I think, though, that we may be inclined to concern ourselves with the commercial aspect only and to forget that the Navy has a key place in the picture. We fail to realize, many of us, that the ships that proceed in and out of this port—the cargo carriers, passenger liners, tankers, fishermen, coasters,—the ships that keep Vancouver's life-blood pumping—are able freely to come and go because the Navy is doing its job. As a single entity and also as part of a free world force dedicated to a common cause, our Navy quietly and undramatically performs a positive and essential role in the service of Canada.

"Today we see the transfer, from the builder to the Navy, of a new ship, with a new name. To the Burrard Dry Dock Company and to all other who had a hand in the construction and fitting out of HMCS *Yukon*, may I, on behalf of the Prime Minister of Canada and the government, extend congratulations. The building of a modern warship requires a high and special standard of skill and craftsmanship. You have more than met the challenge.

"For the captain, officers and ship's company of HMCS *Yukon*, the challenge has just begun. To all of you my best wishes—and may you establish for this new name, HMCS *Yukon*, a place second to none in the Fleet."



# NEW SHORT SERVICE PLAN

A NEW RCN Short Service Officer Training Plan has been announced by Naval Headquarters.

The plan, which was approved by the Naval Board early in May, is expected to attract an increased inflow of young Canadians to service in naval aviation and the surface fleet.

The Short Service Officer Plan will supersede the Venture Plan, which will be cancelled after graduating approximately 275 officers to fleet service since 1953.

Under the new scheme, the officer cadet entering the RCN on a seven-year appointment will be paid at the same rate as an acting sub-lieutenant (\$235 a month) from the day he commences training. One year from that date, he will be promoted from officer cadet to acting sub-lieutenant. His pay will not increase, but he will receive a \$450 uniform allowance. Twenty-two months from the day he began training, he will be confirmed in the rank of sub-lieutenant and will draw pay for that rank, \$331 a month (basic).

Two-and-one-half years after joining the service, the young officer will have the opportunity of applying for a permanent commission. Officers may be considered for promotion to lieutenant on completion of five years in the rank of sub-lieutenant.

To be eligible for enrolment in the new scheme, an applicant must be a Canadian citizen or British subject resident in Canada with the status of a landed immigrant. He must be single, have reached his 17th birthday but not his 24th birthday on January 1 of the year of enrolment, be able to meet the physical standards for General List Officers and have a minimum education standing of junior matriculation, its equivalent or better. In most cases, students holding the equivalent of junior matriculation in technical schools and colleges will be eligible for enrolment.

The comparable junior matriculation standards by province are as follows:

British Columbia ...	Grade 12
Alberta .....	Grade 11
Saskatchewan .....	Grade 11
Manitoba .....	Grade 11
Ontario .....	Grade 12
	Secondary School
	Graduation Diploma
Quebec (English) ..	Junior High School
	Leaving Certificate

Quebec (French) .. Classical Colleges  
Rhetorique, or  
Institute of Technology  
Diploma.

New Brunswick .... Junior Matriculation  
Nova Scotia ..... Grade 11  
P.E.I. .... First Class Licence or  
2nd Year Prince of  
Wales College.

Newfoundland ..... Grade 11.

The changes in pay and enrolment qualifications mean that the three armed services now have similar plans in operation for the training of young officers possessing junior matriculation standing.

It is intended that the officer cadet enrolled under the Short Service Officer Plan will be given sufficient training to enable him to carry out the duties of a junior officer in a ship, an operational air squadron, or in a shore establishment. The emphasis will be on naval training rather than on academic training. However, all English-speaking cadets will be given French-language training, and French-speaking cadets will be given English-language training, enabling young men from both national cultures to train and work closely together without the obstacle of a language difficulty.

There will be three phases of surface training and three of air training.

## Surface

- (1) Naval indoctrination, officer development and language training, four months;
- (2) Sea training—navigation and seamanship, three months.
- (3) Advanced training ashore (not more than six months) to give an officer sufficient knowledge to enable him to be employed as a junior officer within the administrative organization of the ship and to enable him to obtain a watchkeeping certificate after a minimum of 10 months' seateime and the successful completion of a seamanship board, and also to enable him to carry out the duties of a junior officer ashore in supply, technical, administrative or other areas, as requirements dictate from time to time.

## Aviation

- (1) Naval indoctrination, officer development and language training, four months;

- (2) Flying training to wings standard, 42 weeks with RCAF;
- (3) Advanced flying training with the RCN, 24 weeks.

The purpose of the first phase in both surface and air training programs will be to develop the qualities of an officer, and to teach naval terminology and procedures, naval administration and parade training. It will also provide review instruction in mathematics and physics to ensure a standardization at the junior matriculation level, and give language training to English-speaking and French-speaking cadets. This will foster homogeneity within the class and a better understanding of each other's language problems.

The initial four-month phase will be conducted in *Venture*. The three-month navigation and seamanship phase will be in frigates of the Fourth Canadian Escort Squadron. The third phase will be in the Fleet School, *Naden*. From there, surface cadets will go to tribal class destroyer escorts and frigates for watchkeeping training.

The flying training of naval pilots will be undertaken at RCAF stations in Ontario and Manitoba. Primary training will be given at RCAF Station Centralia, near London, and twin-engine training will be given at the Canadian Joint Air Training Centre, Rivers, Manitoba. Following this, naval pilots will undergo naval aviation training at the RCN Air Station, HMCS *Shearwater*. Candidates who are required to withdraw from flying training will be permitted to continue surface training.

In announcing this new plan, Naval Headquarters said it is expected to be more effective in providing the fleet with officers holding short-service appointments. It will permit a rate of pay and allowances for naval officer cadets equal to that of officer cadets in the other services. In addition, it will permit the enrolment of candidates possessing higher standing than junior matriculation. It discontinues *Venture* Plan academic training to the senior matriculation level, thereby increasing the period of effective fleet service during the young man's seven-year appointment, and at the same time, widens the avenue of enrolment and selection.

# OFFICERS AND MEN

## East Coast Has New Fleet Club

An Atlantic Command Fleet Club, providing improved shore facilities for young sailors serving in ships of the fleet, opened in Halifax in May.

The club is housed in *Stadacona* in the building used until recently as the Chief and Petty Officers' Mess.

The club is designed to provide facilities for sailors where they can meet, associate with and entertain mess-mates and friends in an informal atmosphere. It also provides facilities for ship's company dances and mixed social functions designed to give sailors an opportunity to meet citizens of the area.

The project is being financed from non-public funds and is operating in conjunction with the Fleet Locker Club, also located in *Stadacona*. The latter was established in June 1961 to provide single sailors going ashore with a place to change into civilian clothing.

Accommodations at the Fleet Club include lounges for reading, writing and television, games rooms for billiards, table tennis and miniature curling and bowling, a smoke shop and a coffee shop capable of serving snacks and short order meals.

Preliminary plans are being made for the eventual construction of an entirely new fleet club in the *Stadacona* area. The new facilities would be part of a long range plan designed to meet the social and recreational needs of Halifax-based sailors of the RCN.

## Commodore Earl Dies in Ireland

The death of Commodore Paul Whitney Earl, RCNR (Ret), occurred on May 23 while he was vacationing in Ireland. He was minister of revenue in the Quebec provincial government and had been visiting Belgium, France and England on government business just before his death.

Commodore Earl was Chief of Naval Personnel immediately following the Second World War and was concerned with the demobilization and rehabilitation of the reserve forces, which then made up about 95 per cent of the Canadian naval services. Before retiring in July 1946, he carried out a cross-country survey of the naval divisions.



COMMODORE PAUL W. EARL

Later Commodore Earl returned to part-time duty with the RCN for several years, commencing in September 1952, as Senior Naval Officer, Montreal Area.

Commodore Earl's naval connections date back to the First World War, in which he was a lieutenant, RNVR, and served with the Royal Navy in the North Sea, the Mediterranean, the Black Sea and the Caspian, for the most part in motor launches on coastal patrol and anti-submarine duties.

He entered the RCNVR as an acting lieutenant in July 1940 and, following courses at Halifax, became commanding

officer of the Montreal naval division. A year later he went to Naval Headquarters as assistant to the Director of Reserve Divisions and as Chief Recruiting Officer.

In December 1942 he became staff officer to the Commanding Officer Reserve Divisions, with headquarters in Toronto, and early in 1944 was appointed Deputy Commanding Officer Reserve Divisions.

He became Naval Officer-in-charge, Montreal, and commanding officer of HMCS *Hochelaga*, Montreal naval establishment, in September 1944, but returned to Naval Headquarters the following May as Chief Staff Officer Reserves and a member of the Naval Board. The appointment was combined with that of Chief of Naval Personnel in September 1945. In February 1946 he was promoted to the rank of commodore, the second Canadian naval reserve officer to attain this rank. A month earlier he had been made a Commander of the Order of the British Empire "for outstanding service to the RCN in the organization and development of recruiting and training..."

Commodore Earl was born in Montreal on September 27, 1895. He was a former president of the Navy League of Canada, vice-president of the Canadian Boy Scouts Association, and past president of the Montreal Amateur Athletic Association and St. John Ambulance. He was a member of the United Church, the Mount Stephen Club, Royal St. Lawrence Yacht Club, Naval Officers' Club, United Services Institute and other organizations.

He leaves his wife, the former Jean Gatehouse, of Westmount, two sons and a daughter.

Following a state funeral, in which the Navy participated, the body was taken to Mount Royal Cemetery for cremation.

## London Cadets Top Graduates

Two officer cadets from the London, Ontario area won top awards at graduation ceremonies at the Royal Military College of Canada on Friday, May 31.

Officer Cadet Charles Vrana, of St. Mary's, won the Van der Smissen—Ridout award, one of the most coveted

## Births

To Able Seaman John Abbott, *Star*, and Mrs. Abbott, a daughter.

To Leading Seaman Gordon Bardy, *Star*, and Mrs. Bardy, a son.

To Commander F. W. Bradley, *Patriot*, and Mrs. Bradley, a son.

To Leading Seaman T. C. Broderick, *Patriot*, and Mrs. Broderick, a daughter.

To Leading Seaman John Davidson, *Patriot*, and Mrs. Davidson, a daughter.

To Petty Officer Peter Hannaford, HMCS *Bytown*, and Mrs. Hannaford, a daughter.

To Petty Officer H. M. Janes, *Patriot*, and Mrs. Janes, a daughter.

To Petty Officer J. N. Nevitt, *Patriot*, and Mrs. Nevitt, twin daughters.

To Lieutenant-Commander W. E. Widdows, *Patriot*, and Mrs. Widdows, a son.



awards presented to a member of the graduating class. Officer Cadet J. D. P. Wall, of London, won three awards: The Department of National Defence Award of Merit (RCN), the Military Studies departmental prize and the General Science departmental prize.

The Van der Smitten—Ridout award, won by Cadet Vrana, goes to the best all-round officer cadet, morally, intellectually and physically, in the graduating class. Officer Cadet Vrana played two major sports, senior hockey and senior football. He also played on the college golf team and was outstanding in intra-mural lacrosse. Two years ago he was forced to give up football because of injuries. However, he continued to play on the senior hockey team, was the assistant captain and the league scorer. He will now pursue a career as a flying officer in the RCAF.

Officer Cadet Wall is following a career as a sub-lieutenant in the RCN.

The Department of National Defence Award of Merit (RCN) is awarded to the naval officer cadet who has attained the highest academic standing among his fellow naval officer cadets, combined

with outstanding proficiency in military studies. The Military Studies departmental prize and the General Science departmental prize won by Officer Cadet Wall are awarded to the cadet who achieves the highest standing in the several courses of the respective departments.

### **Mass Christening Held in Sioux**

Five petty officers of HMCS *Sioux* had a total of 13 of their children christened on the forecastle of the destroyer escort Sunday afternoon, May 25, at Halifax.

Chaplain (P) Robert E. Rock, of the Third Escort Squadron, officiated. Brothers and sisters swelled the small-fry representation to 21 all told.

The idea of a mass christening originated with PO Peter Hill, a firecontrolman in the *Sioux* when he was making arrangements for the christening of his three children.

He asked his fellow petty officers if they would like to take advantage of the arrangements. Five of them came forward, including PO Albert Perkins, who had five boys for baptism.

The ceremonies began at 2:30 p.m. on the foc'sle, draped with bunting and covered with awnings for the occasion. The ship's bell was used as the baptismal font, in keeping with naval tradition. The *Sioux*, senior ship of the Third Escort Squadron, was the scene of a reception after the ceremony.

Names and birth dates of the baptized are as follows:

Petty Officer and Mrs. Peter Hill: David Edwin, May 18, 1962; Patricia May, April 29, 1959; and Lynda Dorothy, May 23, 1957.

Petty Officer and Mrs. Ernest Irwin: James Michael, Dec. 30, 1962; David William, Sept. 1, 1959, and Catherine Ann, Dec. 22, 1957.

Petty Officer and Mrs. Herbert King: David Andrew, Oct. 8, 1959, and Bruce Alex, Oct 5, 1957.

Petty Officer and Mrs. Albert Perkins: Danial May 5, 1952; Timothy Albert, July 18, 1962; Joseph Lyle, Feb. 25, 1959; Robert Lewis, July 8, 1957, and Frederick James, July 16, 1955.

Petty Officer and Mrs. Frank Baldock: Jennifer Wynne, May 9, 1963.



Sixteen of the 21 children shown were christened May 26 on the forecastle of HMCS *Sioux*. Parents, godparents and kiddies pose afterwards, flanked by Chaplain (P) R. E. Rock, the squadron Protestant padre, and Lt.-Cdr. H. G. Bird, executive officer of the Halifax-based destroyer escort. The offspring are those of petty officers in the ship. (HS-72097)

## Farewell Dinner For Squadron CO

Anti-Submarine Squadron 880 said farewell to Cdr. D. M. MacLeod at a mess dinner on March 28. Cdr. MacLeod was commanding officer of VS 880 from August 8, 1961, to April 3, 1963.

The entire officer complement of the squadron was present at the dinner to say goodbye to Cdr. MacLeod and other pilots leaving the squadron.

Lt.-Cdr. S. C. Wood, executive officer of VS 880, presided.

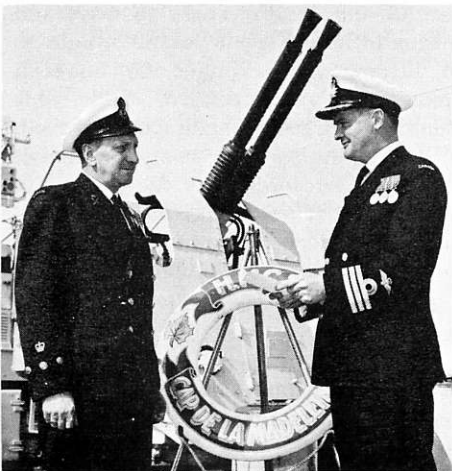
Head table guests included: Lt. G. F. Stevenson, Sub-Lt. R. H. Burney, Lt. D. M. Wallace, Cdr. D. M. MacLeod, Lt.-Cdr. S. C. Wood, Lt. W. R. Jardine, Lt. J. R. Nowlan, Sub-Lt. Peter Waddell and Lt. D. J. Perrault.

## Admiralty Rewards Chief for Ideas

CPO Gordon J. Clare, of HMCS *Cap de la Madeleine* transferred to the Royal Canadian Navy from the Royal Navy almost a dozen years ago. But he continued to do notable work for his former service.

The Admiralty recognized his efforts this year with an award of £25 after adopting his idea of a rack for fitting warheads to a type of RN homing torpedo carried in submarines. He gained a further £22 from the Herbert Lott Naval Trust Fund for his efforts in improving fighting equipment. In 1962, he was awarded £5 from the same fund.

CPO Clare transferred to the RCN in August 1951 after 12 years of RN service in which he rose to chief ordnance artificer. He had served in the



CPO Gordon J. Clare is informed by his commanding officer, Cdr. R. A. Beach, of the *Cap de la Madeleine*, of Royal Navy awards for his improvements to RN fighting equipment. CPO Clare transferred to the RCN from the RN in 1951 but subsequent work with the RN's Sixth Submarine Division in Halifax earned him three awards from the British navy. (HS-71577)



During her spring tour of the Atlantic Command, Lt.-Cdr. Constance Ogilvy, Staff Officer (Wrens), at Naval Headquarters, was entertained at afternoon tea in the wrens' lounge, HMCS *Shelburne*. Lt.-Cdr. Ogilvy chats with Wrens Beverly D. Jones, Inez L. Ethier, Ruth M. Heisler and Marjorie M. Waldowski.

Second World War in many theatres, including the Murmansk run, mainly in cruisers and destroyers. He transferred to the RCN for a change!

He served initially in the training cruiser *Quebec* (formerly HMCS and earlier HMS *Uganda*); in the modernized frigate HMCS *Prestonian*; the aircraft carrier *Bonaventure*, and then spent two years attached as a Canadian navy underwater weaponman with the Royal Navy's Sixth Submarine Division in Halifax. The division normally has two "A" class streamlined submarines on the Canada station so that ships and aircraft of the RCN and maritime aircraft of the Royal Canadian Air Force will have sparring partners for their considerable anti-submarine force.

During this two years, his work and constructive thinking proved of benefit to the Royal Navy and, by way of awards, to him also.

Since September 1962, CPO Clare has been the squadron weapons chief in the *Cap de la Madeleine*, senior ship of the Ninth Canadian Escort Squadron at Halifax.

## 30 Years with Naval Reserve

CPO Charles Frederick Coakes, CIEM(X)6, of HMCS *Chippawa*, the Winnipeg naval division, recently re-

tired after 30 years as a naval reservist.

CPO Coakes, holder of the RCNVR Long Service and Good Conduct medal and clasp, first joined the reserve as a member of the Winnipeg company of the RCNVR on September 24, 1931. He subsequently served in HMC Ships *Naden*, *Vancouver*, *Skeena*, *Fraser*, *Restigouche*, *Givenchy*, *Clayoquot*, *Stadacona*, *Fort Ramsay*, *Protector*, *Stonetown*, *Peregrine* and *Chippawa*.

Demobilized on August 30, 1945, he re-enlisted in the Reserve on January 28, 1947, and served in the *Portage* and at *Naden*, *Patriot* and *Camp Borden*.

## Dirk Awarded To UNTD Cadet

The "Baker Dirk", awarded to the outstanding cadet of the University Naval Training Division at the Ontario Agricultural College, Guelph, has been given this year to Cadet Shawn D'Arcy Gill, of Guelph.

Cadet Gill, a third-year student at OAC, was presented with the dirk by Lt.-Cdr. A. J. Peppin, training officer of the UNTD unit.

The award is made by Professor A. W. Baker, former professor at the college and a retired captain, RCNR, who played a leading part in founding the University Naval Training Division in Canada.



# THE BENEVOLENT FUND REPORTS

VICE-ADMIRAL H. G. DeWolf, RCN (Ret), was elected president of the Royal Canadian Naval Benevolent Fund for a second term at the 18th annual general meeting of directors on May 27.

"The dominant note in the financial statement," said Admiral DeWolf, "is the large increase in the loans receivable section." (During 1962, \$179,253 in loans was approved, more than offsetting an increase in donations and making it necessary to sell \$60,000 worth of bonds to maintain working capital.)

Admiral DeWolf suggested, in the interests of efficiency and welfare, that a more vigorous program of financial counselling be conducted within the Navy on a continuing basis. He said that such counselling should be given not only to men joining the Navy but to young sailors getting married.

In an effort to improve the Fund's financial picture over and above the donations from ships and individuals, the directors engaged the services of an investment manager in January, with what Admiral DeWolf considered encouraging results.

During the year assistance was given to 679 persons. Outright grants were up to \$22,000 over 1961, and loans totalled nearly \$77,000 more than the previous year.

The Board of Directors of 1963 consists of Vice-Admiral DeWolf, Aubrey B. Campbell, Halifax; Allan B. Coulter, Ottawa; Rear-Admiral W. B. Creery, RCN (Ret), Ottawa; Cdr. T. C. Crone, Victoria; Cdr. T. R. Durley, RCNR (Ret), Montreal; Lt.-Cdr. H. D. Evans, RCNR (Ret), Ottawa; Chaplain (P) A. G. Faraday, Montreal; Lt. W. G. S. George, RCN (Ret), Victoria; Cdr. C. S. Glasco, RCNR (Ret), Hamilton; CPO F. R. Henderson, HMCS *Shearwater*; CPO R. N. Langton, Victoria; Lt. (W) Nan McPhee, RCNR (Ret), Ottawa; Rear-Admiral M. G. Stirling, Ottawa; CPO D. J. Strickland, HMCS *Cornwallis*; Cdr. B. S. Oland, Halifax; Captain R. P. White, RCNR (Ret), Ottawa; and Rear-Admiral R. A. Wright, RCN (Ret), Ottawa.

Elected as vice-presidents for two-year terms were Rear-Admiral Wright and Cdr. Crone, and re-elected as vice-presidents for one-year terms were Chaplain Faraday and Rear-Admiral Creery.

Re-appointed general secretary and treasurer for a further term was Lt.-Cdr. Harry McClymont, RCN (Ret), Ottawa.

During 1962 the board held one meeting and the executive committee met on four occasions. Under the chairmanship of Captain E. A. Thompson, the Eastern Claims Committee met 49 times; the Western Claims Committee, under Cdr. J. M. Leeming, who succeeded Captain J. D. Prentice, held 47 meetings; Cdr. G. I. Bott, who succeeded Cdr. J. P. Singleton, convened 44 meetings of the Central Claims Committee.

Commenting on the Financial Statement and Auditor's Report for 1962, Admiral DeWolf said:

"At the opening of the year we carried \$129,655 in outstanding loans, which was an increase over the previous year of \$35,885. During 1962 we approved loans totalling \$179,253 and, after taking into account repayments, conversions and write-offs to bad debts, the amount of loans receivable rose by \$75,559 to a total of \$205,214.

"While the dollars and cents implications in this situation has led us to seek means to increase our income from investments, the reasons for the larger number of serving personnel requesting loan assistance in ever increasing amounts should be of primary concern to the members of the Fund, and to the Royal Canadian Navy.

"The Fund continues to receive requests for assistance where distress has been created by reasons beyond the control of the individual—illnesses, accident, losses by fire, and other unforeseen circumstances—and these receive sympathetic consideration. The bulk of loan requests, however, are traceable to early marriages without proper financial

planning, unwise acquisition of luxury items, over-capitalization in the purchase of a home, whether it be a house or trailer, and excessive borrowing. There are far too many cases where the lure of lenient or no down-payments and easy credit offers have proved too attractive and personnel have fallen victims of an unhappy trend towards irresponsible living.

"I would suggest, most strongly, that in the interests of efficiency and welfare a more vigorous program of financial counselling should, if practicable, be conducted within the service on a continuing basis. Such counselling should be extended beyond the new entries, to ensure reaching, most especially, the new bridegroom! A sailor, leaving his home port on a cruise with his wife ashore trying to cope with debts and payments beyond her income, can hardly be expected to be a happy or efficient member of the ship's company.

"As you are all aware, the Board of Directors of the Fund has followed a consistent and conservative policy in the matter of investments. We have held, for some years, a portfolio of Dominion of Canada bonds which, at the beginning of 1962, totalled \$2,810,000 per value. During the year we were required to sell \$60,000 in order to provide working capital, with consequent loss of interest. After a most careful and lengthy study of ways and means to improve our portfolio, both as to income and capital, the financial committee, recommended, and your Board of Director unanimously agreed, to engage the services of an investment manager. Accordingly the firm of Messrs. Fullerton, Mackenzie and Associates commenced the management of our investments on January 21, 1963."

In conclusion, Admiral DeWolf expressed the thanks of the Fund to the Royal Canadian Navy, the Department of Veterans' Affairs, the Royal Canadian Legion, the auditor General and his staff, and to the two sister Benevolent Funds for their kind and helpful co-operation during the year.

He also extended his thanks and appreciation to the chairman and members of all claims committees and to the Funds' staffs in Halifax, Ottawa and Esquimalt.



# THE LAST DAYS OF SAIL

## Part Two

IT TOOK ME a long time to pass the required swimming test. Lessons in the summer were given in a bathing tray in the Hamoaze and in winter, when the weather became cold, in the *Circe*, an old wooden hulk, which had a swimming pool a hundred yards long. I was in the backward class for many weeks and had to practise every evening for an hour in the respite of the dog watches. My mind went back to the days when I had to read Gladstone's speeches to my sister at our home in West Kensington for exactly the same time.

They had their own way of teaching a boy to swim in the navy at that time. A rope equipped with a moveable pulley reached right across the bath from end to end. To it was attached a canvas belt manipulated by the instructor. The boy put the belt round his middle before jumping into the pool. There the instructor played him like an angler who has hooked a salmon save that he was able to tell his victim how to use his arms and legs. If he proved unresponsive, the instructor would loose the rope and down he would go to the bottom. Sometimes other boys, affecting not to be able to swim, would join in the fun just to rag their companions but if they were detected it meant two or three strokes of the cane, intended to hurt. Before being passed out as proficient, you had to swim a hundred yards in a canvas suit.

Boxing the compass was learned between decks, and heaving the lead from the chains of the foc'sle. The first presented no great difficulties to me but heaving the lead was a headache. The chains, as they were called, were in the form of a platform projecting on either side of the foc'sle. You leant over heavy chains, breast high, while heaving the lead, a 14-pound weight at the end of the lead line with a scope of two and a half fathoms—15 feet.

You had to get the necessary momentum to swing the weight above the head without its falling vertically when it reached the highest point and it was no easy task. Indeed, until you have a certain amount of practice, it can be quite dangerous. The instructor would stand behind you, holding your hand and showing you how to swing to get the necessary momentum. Then with a tremendous pull, up and over would go the lead twice, before shooting as far forward as possible, clear of the bows, and the sounding would be taken from marks on the line when it was perpendicular in the sea.



“SWINGING the lead” is always associated with army slang, but this is the true origin of the phrase: A man gets very tired by having continually to heave the lead twice to the full extent of the scope, especially when he is aware that a correct sounding can be taken merely by swinging the weight to and from two or three times before sending it forwards as far as possible and taking the sounding when the line is “up and down”, to use a nautical expression. This, of course, is not possible if a ship is travelling at speed but usually soundings are only required in shallow waters when fast moving would be hazardous. Therefore a leadsman was often tempted only to swing the lead backwards and forwards instead of over the head. If he was

observed by the officer of the watch, a blind eye might be turned or the leadsman might be ordered to swing the lead properly and not shirk his work. And so swinging the lead became synonymous with deliberate neglect of duty. I have in the course of my naval career unashamedly swung the lead in this way when I thought none in authority was looking.

Splicing ropes and making the various knots occupied a lot of our time. We were also taught how to make ropes and how to pick oakum from pieces of tarred rope, this being much used in caulking decks. And nearly all of us loved to pull a boat.

Discipline was strict and severe, sometimes unnecessarily so. By and large the instructors were decent sorts but there was one who thought the rope's end or a cane the best method of imparting knowledge. He was our instructor in boat pulling. One day one of the boys was unlucky enough to catch a crab, a not unusual experience when you are using the long heavy naval oars for the first time. In his fury, the instructor hurled the iron tiller at the boy's head hurting him so badly that he was in the sick bay for a week. The instructor was reprimanded not for assaulting the boy but for losing the tiller which fell overboard. We were all glad when he was returned to the depot as an unsatisfactory teacher.

Sometimes the boys had their own methods of dealing with such petty tyrants. Once another unpleasant instructor was sitting on a grating half covering a main hatchway. Suddenly he let out a bellow of pain. Two of the boys had prodded him from below with a nail rammed in the head of a broom handle. The delinquents were never discovered or it might have been the worse for them, for the instructor was seriously hurt.

You have the rules of the road on land. You also have the rules of the

*This, the second instalment of the naval memoirs of Mr. Arthur Walpole, of London, England, continues his account of life on board Royal Navy training ships, the old wooden walls Lion and Implacable at Devonport. Mr. Walpole, who entered the navy as a second*

*class boy and who was commissioned a sub-lieutenant during the First World War, is one of the last survivors of the days of sail in the Royal Navy. Later instalments will tell of his service on board HMS Egeria, surveying ship based at Esquimalt.*



road at sea and in the long run they are perhaps even more important. We were taught all forms of signalling by a yeoman of signals—semaphore, morse, lamp, flags, the lot. And there was the use of the code book specially weighted so that it could be thrown overboard in case of emergency. Many of the yeomen of signals were so expert at their job that they could make out the meaning of a hoist of signals from the flagship while it was being hoisted by noting through their telescopes the top flag of the hoist, even although it would be folded up ready for breaking by a tug at the signal halyard.

The rule of the road at sea was taught by means of little scale models placed on a board. We learned such useful rhymes as "Green to green, red to red, perfect safety, go ahead." And there were many jingles in regard to the weather, an all important factor in security at sea.

Anchor drill was taught by means of a model of a ship's bow, indicating how anchors were "catted" and "fished" to the anchor beds on either side of the foc'sle. We were instructed how to lay out a kedge anchor for hauling a ship off a ridge or a shoal and how to rig capstan bars for weighing anchor. In those days stockless anchors had not been invented.

CUTLASS DRILL may have been essential in the old days of boarding parties, although why it was taught in the modern navy I have never been able to discover. Even so, like singlesticks, it was great fun. I still recall the jargon. "First cut one, first, point; First cut two, second, point; First cut three, third point; First cut four; First, slope swords". "First" in this exercise was the "on guard" posture with knees slightly bent, feet apart, with the right foot well in front of the left, the position to which you returned after each cut or point. "Cut one" was a cut from the right shoulder to the left thigh, and the point was a lunge forward with the right foot. "Cut two" was a cut from the left shoulder to the right thigh, followed by a guard to cover the head. "Cut three" was a cut from right to left horizontally followed by a guard to cover the right side and "Cut four" was a cut from left to right, again horizontally, each cut being followed by a forward lunge and recovery to the on guard position.

It was a good thing that cutlasses were not allowed in the mess decks during the dog watches otherwise there might have been real bloodshed. In a

community of 800 boys a certain amount of quarreling is inevitable. Usually differences of opinion were settled by boxing gloves and we would improvise a ring on the upper deck. But there were two boys who were always at loggerheads. Unlike the others they would not be reconciled after the customary boxing bout. Their quarrels eventually reached dangerous proportions and there might have been a serious mischief if one of them had not been drafted from the *Lion* to the *Impregnable*, flagship of the training squadron.

WHILE SERVING in HMS *Lion* I met a boy who was to become a close friend for many years. It arose out of the educational system which then obtained in the training establishments of the Royal Navy. There were special school hours, one watch in the morning and the other watch in the afternoon, under a headmaster and a qualified staff of teachers. On first entry there was a preliminary examination to divide the boys into classes. I was fortunate in having some knowledge of algebra, geometry, French and Latin and



was placed in the advanced class. It carried certain privileges for it meant that one was excused emergency duties during the off periods of the dog watches. You made up for it by attending evening classes in trigonometry, logarithms, and the bewildering intricacies of *Inman's Nautical Tables*. It was all very theoretical, for the boys in the class were not taught how to use a sextant. That was in accordance with a ruling by My Lords Commissioner of the Admiralty.

At the time there were only four boys in the advanced class and we had been working together for six months when one evening we were joined by a new boy. His name was William Bowden Broad, always known to his friends as Bowden. He was of Scottish descent and reserved by nature, the only son of a widowed mother. He had joined the navy for reasons best known to himself and into which I never made any inquiries. I assumed he had a restless spirit like myself. We became attached to each other from the first.

Bowden had altogether exaggerated notions in regard to my abilities and our characters were in complete contrast. He had all the dour determination of his Scottish forebears whereas I was temperamental, with easily aroused passions and wearing a chip on my shoulder. He was so often able to restrain my hastiness by a friendly, calming gesture. As we were in the same watch, we went on leave together to London and he met my family. His mother in turn met my mother and they became close friends.

And then the break came. I was senior to him and in due course was drafted to HMS *Egeria* on the Pacific station. Some time later he was drafted to another surveying ship, HMS *Penguin*, based on Australia. For three years we were separated by thousands of miles of ocean, the *Egeria* being engaged on surveying the inland waters of British Columbia and the *Penguin* occupied with deep sea soundings on the other side of the Pacific. We did not meet again until I contacted him at the gunnery school in Portsmouth in 1903 and shortly afterwards his mother bought him out of the service. My father had wanted to do the same for me when I was a boy on the *Lion* at Devonport but I had obstinately refused. I still had a dread of going back to office work. Now Bowden was gone. Never again would I feel his reassuring hand on my shoulder. It was too late at the time for my parents to buy me out, for I had become a sight-setter. In after life although we were separated by long intervals of time and by longer distances of space we remained the closest of friends until his death. After Bowden left the service I never had quite the same interest in the Royal Navy again.

I MUST have been pretty tough and hardy in those early days, for life in the *Lion* was grim, especially so far as food was concerned. Once a month we were served with pea soup and salt pork that had been in pickle for God knows how long, or alternately salt beef of similar vintage. We were benignly informed that it was to harden our gastronomic resistance against the time when we would encounter real hardship at sea. Our breakfast in the mess deck was always the same—pieces of newly boiled belly of pork, known as "fat dobs" with bread, butter and tea. There was some variation at dinnertime. Occasionally we had two spuds and "a Jonah", the potatoes being roasted or boiled in their jackets with the accompaniment of meat consisting largely of bone and gristle. We had our own name for it when the potatoes were

baked—"Schooner on the rocks." The issue of salt meat was also called "steer-age hammock". This was a fearsome mixture of chunks of meat and dough boiled in cloth like a roly-poly pudding and coming to the table with both ends tied so that it looked like a miniature hammock. A "two decker" was a layer of the same form of dough sprinkled with currants and covered with another layer of dough containing more currants.

The boys were their own cooks, working in pairs, one from each watch so that there would always be a boy off duty. In a mess of 20 the turn as cook would come round once every ten days and no one wanted the job for it entailed not only preparing the so-called food but also keeping the mess tidy. Duty started at an early hour with the distribution of cocoa from the galley, a basin for each boy. Rations for next day's dinner were drawn overnight during the dog watches. There was suet as required and lard for the pastry but I never remember any baking powder. There was a rolling pin but no pastry board. The mess table had to serve instead. Cook got his meat from the butcher's shop and vegetables from the ship's steward. Every housewife knows that the making of pastry is one of the most difficult accomplishments of the culinary art. You can imagine what we all suffered from our unwilling and uninstructed "cooks". The resultant unsavoury mess was cut into shape by reversing the baking tin and the dough was afterwards supported by an inverted basin. The meat and vegetables were added and everyone hoped for the best as the tin was pushed into the oven. When all was ready it was imperative to cover the dish with a second tin to prevent cockroaches from having the first pick. The prepared food was left on the mess table overnight and the next morning sent to the galley with a number attached. The result was that we used to call "sea pie". Sometimes it was fit to eat, more often not. But by the time dinner came around we were generally ready to gulp down anything.

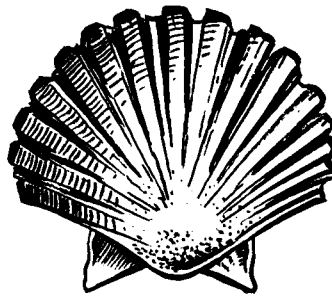
On Sundays it was rather different. Then we would have roast meat and potatoes, followed by plum duff, this time with plenty of currants. If you happened to have the cleanest mess at Saturday inspection, the duff was given extra spice and actually made by the ship's cook in the galley.

Saturday forenoon was set aside for cleaning ship. All the decks were scrubbed with soap and water and afterwards covered with cloths—large pieces of canvas to prevent dirty marks, which were removed before the captain

made his rounds before Sunday church parade.

THE AUTHORITIES were at pains to make us navy minded. They were anxious for us to know what was going on in the fleet. When the battleship, *Bulwark*, 15,000 tons, was launched on October 18, 1899, I was one of the boys from the *Lion* selected to watch the ceremony. She was the latest ship of her class and the sight of her taking the water was a great thrill. It also made one conscious that Britain did indeed rule the waves. Later the *Bulwark* was flagship of the Mediterranean but was in home waters when the first world war broke out. She blew up in Sheerness harbour on November 26, 1914, in circumstances that have never satisfactorily been explained.

Our officers were really keen to make us enjoy ourselves as best we could and encouraged such games as "Follow my leader" among the rigging. A petty officer would lead the way, climbing to



the cross-trees like a cat, followed by a crowd of boys. The descent was made by sliding down a backstay, or halyard, or any rope that came in handy. Afterwards there was a boisterous run round the deck. To give added zest to this skylarking, there were keen competitions between the fore and main masts.

Another form of recreation was sing-songs and dancing on the upper deck. We learned the technique of the horn-pipe and sang sea shanties to the accompaniment of a piano hauled up from the school room and a fiddle played by one of the older hands. For organized concerts you could generally get time off for rehearsals.

When we went on ten days leave at Christmas or New Year, we mustered on the upper deck and were each given three silver crowns by the paymaster, a munificent sum compared with the sixpence a week for a second class boy or the shilling for a first class boy. You were also presented with a railway warrant and you could buy pictures of the ship and the ship's company.

In the winter months, the wet mess decks were dried by means of "bogies". A bogie was a sort of incinerator on wheels, with a heavy iron base and filled with glowing coals, which was pushed over the surface. They made an awful smell but they did the job pretty well. In very cold weather there was great competition to be the "bogie" boy.

There was no electric light on board. All the lighting we had when it was dark outside was provided by about a dozen big square lanterns with four double-wick candles which were placed on the mess deck and which would burn if necessary for 24 hours. We were also allowed tallow candles which, with the deck lanterns, gave enough light to enable you to read and write. It was best to sit near a lantern with your ditty box on your knees to serve as a desk.

THE DITTY BOX was your most precious possession—a link with both home and the service. It was a plain wooden container, nine inches in width, six across and six deep. It had its own lock and key and a tray inside, with a strip of brass engraved with your name. Inside the lid was a small rack for writing paper and envelopes and the photograph of your best girl. In it you kept your personal possessions. In fact it was the sailor's handbag. No one ever thought of prying into its contents. That was the unwritten law throughout the navy. It had to be kept clean and tidy both inside and out and there were special shelves in the mess-deck where it could be placed. If you were careless enough to leave any personal property lying about the ship, it was duly seized by the master-at-arms and could only be redeemed by a piece of soap which helped to clean the decks on Saturday mornings. This did not happen to misplaced ditty boxes. If one was mislaid, it was returned to the owner when found, with a very sharp admonition. That admonition was well deserved, if you were foolish enough to be careless in regard to your ditty box. It meant so much to you. I remember that once when serving in the *Egeria* I gave the ship's carpenter a whole week's rum ration in return for his fitting inside my precious ditty box some racks for photo frames.

There was one parade in the week for which no boy was ever late. That was pay parade held on the upper deck on Thursday mornings. The boys marched in fours in order of their ship's book numbers and halted in front of two pay tables piled with sixpences and shillings



under the watchful eye of the paymaster. A clerk read out the amount due to each boy and entered the figure in a ledger. You did not always get your sixpences or shillings. There might be stoppages for broken crockery. Then on the first pay day of the month you were handed a bar of yellow soap and curtly reminded to get your hair cut.

IN THE USUAL state of pecuniary shortage, there was not much fun going on shore leave. But in Devonport there was one great attraction—the Sailors' Rest. This had been founded by the famous Miss Agnes Weston—known through the service as "Aggie"—who at that time was approaching 60. She spent her life helping sailors. The "Rest" in Devonport was quite a large building which had a big reading room stocked with newspapers and periodicals and old, bound numbers of the *Illustrated London News* dating from the Crimean War. There was a "quiet" room for writing letters and a music room for sing-songs. Older seamen could also sleep in the dormitories at very little cost and rent a locker in which to keep civilian clothes for home leave.

Miss Weston had her own suite in the Rest and it was her custom on Sunday afternoons to come into the main hall, invariably filled with boys from the training ships, and ask if anyone would like to have tea with her and listen to a reading from the Bible. There was never any lack of guests, for her teas were famous for cakes and jam and Devonshire cream. She made the Bible readings and hymn singing attractive for a mob of unruly boys. My friend Bowden and I went regularly. Each boy could ask for his favourite hymn. My choice was always, "Pull for the shore, sailor" while Bowden selected, "Hold the Fort for I am coming". When boys came to be drafted, Miss Weston personally gave each of her Bible class a copy of the New Testament. I kept mine for many years. My generation of sailors will always remember Aggie Weston with great affection. It was fitting that in 1915, shortly before her death at the age of 78, she was created a Dame of the new Order of the British Empire by King George V, who as a former naval officer, personally knew the great work she had done for ratings of the lower deck.

BEFORE you were finally drafted there were other things to learn. There was the course of instruction under the sailmaker who taught you to use a palm and needle for repairing sails and making canvas suits. The leather

palm fitted over the hand with a hole for the thumb and the thimble fitted in the middle of the palm. The needle was three inches long, spoon shaped in the middle and an eighth of an inch at the broadest part. I have still got the one I was issued with and occasionally use it. The thread was sailmaker's twine which you could strengthen with beeswax. There were several types of stitches—herring bone, darning, button-hole. And apart from the craft of sail-making you learned to be expert at mending your own clothes.

Indeed you were instructed to be completely independent in a personal and domestic sense. You washed your own linen and duck suits in tubs of cold water. The formula for laundering flannel shirts was;

*"First the sleeves and then the breast,  
Never mind about the rest".*

You rigged your clothes lines between the fore and main masts. The Admiralty had thoughtfully provided each garment with a hole through which you could pass a piece of string to hold it in place even in the fiercest gale of wind. When it came to hammocks they were spread



out and scrubbed on the deck, afterwards being rinsed in salt water. Blankets were more difficult. As often as not we left them alone.

Minor offences were severely dealt with. They were many and various—inattention, slackness in obeying an order, missing a liberty boat, and the rest. For such shortcomings you were put into the commander's report and dealt with by him in person. You were lucky if you did not get seven or fourteen days "10A", which meant that you had to do all the dirty jobs about the ship in your own time. You also had to face the paintwork round the quarter deck with your hands behind your back during the dog watches, the officer of the watch being present all the time. More serious crimes such as theft or absence without leave were dealt with by the captain himself. If a boy committed an offence under the Naval Discipline Act and was found guilty, all the boys were mustered by divisions on the quarter deck to witness his punishment. The prisoner was lashed to a triangle,

dressed only in a pair of tight trousers, his feet tied together and his arms outstretched, the body being held at an angle with the buttocks protruding. At the order, we removed our caps and the boatswain's mate laid on six of the best—never more than 12—while the master-at-arms counted the strokes.

It was well to know something about the Naval Discipline Act. It saved you a lot of inconvenience—and pain. It has 40 sections covering all the more usual crimes. Section 41 is a composite clause covering other crimes that may have been overlooked.

In the early part of November 1899, my preliminary instruction completed, I was drafted from the *Lion* to the brigs to put what I had learned into practice. In those days there were five brigs attached to the Devonport training ships—*Nautilus*, *Liberty*, *Pilot*, *Martin* and *Seaflower*. I was drafted to the *Nautilus* and training, lasting for six weeks, consisted of working the ship out of Plymouth harbour and sailing round the Eddystone lighthouse, returning to anchor in the Sound each night from Mondays to Fridays. We had to work the top-gallants and royals. If you were an upper yard boy you had shore leave on Saturdays and Sundays. The brig was entirely worked by the boys under petty officers in charge of each mast and head sail. Fortunately for myself, from the very first time I went to sea, I was never troubled by seasickness.

There was one great change in our lives. We were now treated as men. No more rope's end, no more stonicky. We were divided into two watches, the watch below only being called on when the lower deck was cleared to make or take in sail or hoist boats. When the capstan was rigged for weighing anchor, with four boys to each bar, we marched round and round keeping time to tunes played by the ship's fiddler or someone playing a tin whistle. We joined the other brigs at an appointed rendezvous and in the afternoon engaged in sailing evolutions.

We were moved round every week to accustom ourselves to every type of sail. Each one heaved the lead and took the wheel. Sometimes we spent the night at sea and we had our first experience of keeping night watches. And at the end of the six weeks we returned to the *Lion*, feeling that we were experienced sailors and looking with a certain disdain as the "new jackers" as newly joined boys were called.

*(In succeeding instalments, Mr. Walpole tells of his experiences with the Royal Navy off Canada's Pacific Coast.)*

# NAVY WEEK

COMBINED efforts of the Navy League of Canada, the Royal Canadian Navy and associated organizations were largely responsible for the nationwide success of Navy Week 1963, which was observed throughout Canada May 5 to 11 in a variety of events aimed at focussing attention on the importance of sea power to national security.

Battle of Atlantic Sunday, May 5, marked the opening of Navy Week with church parades and special services in naval commands and in many centres across Canada. Memorial services were held, too, on board ships in part and at sea.

At the National War Memorial in Ottawa the Hon. Lucien Cardin, Associate Minister of National Defence, a veteran of naval service at sea during the Second World War, officiated at a wreath-laying ceremony which followed parades to local churches.

Mr. Cardin later asked that his congratulations and appreciation be conveyed to those personnel who participated in the Ottawa Battle of the Atlantic ceremonies and who, by their steadiness and bearing on parade, lent such dignity to the celebration of the victory.

In both the Atlantic and Pacific Commands of the RCN, Saturday, May 11, was designated as Navy Day. A heavy snowstorm in the Halifax area forced a last-minute cancellation of Navy Day activities there. But in spite of high winds and driving snow, more than 3,000 visitors came to the Dockyard Saturday afternoon to attend openhouse in Canadian, American and British warships. A novel attraction was the presence of U.S. Navy and British submarines at Jetty 5, where a line-up of visitors continued throughout the afternoon.

Naval Headquarters was given a foretaste of the belated return of winter to Halifax. Five inches of snow fell in Ottawa on May 10 as a prelude to the Naval Ball held that night at the Country Club. The guest of honour at the ball was Admiral George W. Anderson, Chief of Naval Operations, United States Navy, who paid a two-day visit to the capital at the invitation of Vice-Admiral H. S. Rayner, Chief of the Naval Staff.



Navy Day in Halifax on May 11 featured hard-driven snow and rain, cancelling a varied program of activities. Nevertheless, 3,300 people visited more than a score of Canadian, American and British warships open to the public. AB Donald W. Mertes shovels snow from the quarterdeck of HMCS St. Croix in preparation for visitors. (HS-71916)

On the West Coast the weatherman was more co-operative, with Navy Day programs in Victoria and Nanaimo. Ships were open to the public at HMC Dockyard, Esquimalt, and various demonstrations and displays were held the afternoon of May 11. HMC Ships *Fraser*, *Antigonish* and *Grilse* were in Nanaimo for Navy Day activities. The

Navy band from HMCS *Naden* led the parade through downtown streets of the "hub city" and a naval helicopter was on display. Aircraft from VU-33 at Patricia Bay, staged a fly past in the afternoon.

In other parts of the country HMC Ships paid Navy Week visits and were open to the public. HMCS *Haida* arrived



## *A Message from President Kennedy*

The following message was addressed by the President of the United States to Cdr. F. C. Aggett, national president of the Navy League of Canada, Toronto, on the occasion of Navy Week, which commenced May 5 with Battle of the Atlantic Sunday:

"My greetings to the valiant men of the Royal Canadian Navy both past and present. Canadian discipline and devotion to duty in defending the ramparts of freedom in the Battle of the Atlantic are still present today. Canada and the United States have in

common their role as maritime nations, their location on the two great oceans, and the economic importance of their seaborne trade. The co-operation of our two countries in so many endeavours, our joint defence undertakings, and our many common traditions have engendered a mutual respect. We both appreciate that in the present development of science and technology there are no frontiers, that the defence of one is the defence of all.

JOHN F. KENNEDY"

in Toronto May 9 for a five-day visit en route to the Great Lakes Training Centre at Hamilton for a series of training cruises.

HMCS *Kootenay* visited Saint John, N.B., and HMCS *Terra Nova* was alongside at St. John's, Newfoundland, during Navy Week to take part in ceremonies there.

In major cities across Canada, naval divisions spearheaded activities in support of the national Navy Week. Church parades included RCNR personnel, NOAC members, sea cadets, Navy League cadets and veterans organizations. Many divisions held open house and for many sea cadet corps the annual inspection was held.

Navy Week events received prominent local press, radio and television coverage and in some cases national coverage.

On board HMCS *Chippawa* in Winnipeg the CBC TV and radio show "Red River Jamboree" was filmed and recorded in a nautical setting and broadcast later on the national networks. In Toronto, HMCS *Haida* received top coverage.

These were only two examples of the many instances of time and space generously devoted by media across Canada to the observance of Navy Week.

Special Navy Week messages in-



Naval personnel from ships and establishments in the Halifax-Dartmouth area manned Dartmouth station CFDR for a full day during Navy Week. They took over as newscasters, commentators and disc jockeys. Each squadron of ships in port at the time, Stadacona and Shearwater were represented. Above, during the morning program "Apron Strings", are left to right, program director Dick Bordeau, Wren Verity McDonald, Stadacona, Mrs. Jessie Coade, regular MC of the program, and Wren Sharon Hamblyn, Shearwater.

cluded those from the Governor General, His Excellency Major General George P. Vanier, Vice-Admiral H. S. Rayner,

Chief of the Naval Staff and from President John F. Kennedy, President of The United States.



# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### VS 880

On Friday, May 17, six Tracker aircraft, eight crews and 30 maintenance personnel departed from *Shearwater* for the USN base in Argentina, New-foundland. The 16 officers and 46 men make up three-quarters of the shore side of Anti-Submarine Squadron 880.

The detachment of six aircraft, commanded by Lt.-Cdr. David Etchells, took part in exercises off the coast of New-foundland for five days in co-operation with ships and aircraft of the United States Navy.

Six of the crews flew to Argentina in the six Trackers while the other crews, maintenance personnel and a considerable amount of equipment were transported to Argentina by the RCAF.

A great deal of planning and work was done before this detachment could leave on the mission. The aircraft were checked and re-checked to ensure that they were in top condition and fly around the clock. Spare parts, tools and equipment of all types were checked



Posed for the finale of the entertainment in honour of HMS *Odin*'s visit to Halifax are members and friends of the Sixth Submarine Division in Halifax. Front row, left to right, Miss Tineke Droogendyk, a Norwegian lass; CPO Leslie F. Thorpe, Miss Valerie Wickam-Vaune and Mrs. Jean H. B. Lenahan. Back row: PO John F. Wilson, CPO Roy J. Dibble, PO Eddie Hipsey, RCN, and CPO Mike K. Brearey.



The Chief and Petty Officers' Mess at Stadacona recently presented a cheque for \$450 in aid of pre-school deaf children of the area. Dr. Maureen Roberts, left, and Mrs. Freda Vickory accept the donation on behalf of the deaf children from the president of the mess, CPO David Kramm. (HS-71971)

and packed to enable servicing crews to correct snags that inevitably occur.

The high standards which are maintained in VS-880 both for servicing and flying ensured that the squadron and the Royal Canadian Navy were well represented in this exercise.

### Sixth Submarine Division

(HMS *Ambrose*)

When HM Submarine *Odin* arrived at Halifax for an operational visit May 15, the chief and petty officers of HMS *Ambrose* (the Royal Navy's Sixth Submarine Division at Halifax) held a social evening on behalf of their counterparts in the submarine.

A cabaret was organized in the new chief and petty officers' mess at Stadacona with Viking dress being the main theme of the performers and a float, in the form of a Viking ship, adding to the authenticity of the theme. The float was manned by six chief petty officers of the division and two striking blondes, also dressed in Viking costume.

*Odin* was the chief god of the northern pantheon, the giver of victory, god of the dead, especially the slain, whose worship prevailed chiefly, if not solely, in military circles, according to the *Encyclopaedia Britannica*.

## PACIFIC COMMAND

### James Bay

On Sunday, May 5, members of the *James Bay*'s company joined other personnel of the Pacific Command in paying their respects to those of the naval service who lost their lives in the Battle of the Atlantic.

The following Saturday the ship was open to visitors as a contribution to Navy Week. The day was considered a great success with the leading seamen acting as guides and the chief petty officers as hosts.

During gunnery exercises in mid-May the ship's gun crew, PO G. E. Lonvik and Ldg. Sea. C. D. Algate, veterans of a guns' crew from the *Athabaskan* during the Korean War, gave a display of firing accuracy, sinking all three targets.

Three harbours were visited during the week, Nanoose Bay, Westview and Bedwell Harbour. A platoon of soldiers from the Princess Patricia's Light Infantry were in the Nanoose Bay area on exercises and accepted a challenge to a game of softball. It is only fair to state that the *James Bay* won by a wide margin.



In honour of *Odin* (HMS *Odin*, that is) these young ladies were appropriately dressed for the cabaret held by the Sixth Submarine Division for the visiting submarine in May. They are the Misses Tineke Droogendyk, a Norwegian lass, and Valerie Wickam-Vaune.





**FAMILY PORTRAIT**—For the first time in more than 30 years a group photograph of the ship's company of HMCS Chippawa has been taken, the occasion being the church parade on Battle of the Atlantic Sunday, May 5, and the place being the steps of the Legislative Building. (Photo by David Portigal and Co.)



On Wednesday, May 29, all four ships of the squadron sailed for PAC-SWEEPEX 4, 63. This was the first time that the squadron as a whole had gone to sea since HMC Ships *Cowichan* and *Miramichi* completed their annual refit.

## NAVAL DIVISIONS

### HMCS Cabot

In a ceremony in Government House, St. John's, on March 1, 1963, Cdr. Fabian O'Dea, QC, took the oath of office as Lieutenant-Governor of the Province of Newfoundland.

Cdr. O'Dea succeeds Hon. Campbell L. MacPherson, who had held office since 1957, and will be Newfoundland's fourth lieutenant-governor. It is interesting to note that his appointment to office revives an old Newfoundland tradition of appointing naval officers as governors of the Island.

Born in St. John's in 1918, Cdr. O'Dea is at 45 the youngest of the four lieutenant-governors to hold office in Newfoundland and is probably the youngest in the whole of Canada.

The son of the late Hon. John V. O'Dea, KCSG, and Mrs. May O'Dea, MBE, he was educated at St. Bonaventure's College and Memorial University in St. John's and later at the University of Toronto and Dalhousie University.

He received his Bachelor of Arts degree from the University of Toronto in 1939 and in the same year was named Rhodes Scholar for Newfoundland. The Second World War intervened and in 1940 he joined the Royal Canadian Naval Volunteer Reserve and was later

seconded to the British Navy for a period of two years. During the war he saw service in the North Atlantic, Mediterranean, and North Sea, serving in HMCS *Restigouche*, HMS *Berwick* and HMS *Formidable*, returning to Newfoundland in 1945 with the rank of Lieutenant.

Following the war, he took up his Rhodes Scholarship at Christ Church, one of Oxford University's best-known colleges, where he received his Bachelor of Civil Law degree in 1948.

He was called to the English bar at the Inner Temple, London, in 1948 and to the Newfoundland bar the following year. He has been practising in St. John's ever since.

In 1952 he was appointed commanding officer of HMCS *Cabot*, with the rank of lieutenant-commander and was promoted to the rank of commander in 1955.

Besides being active in the business life of St. John's, he is a vice-president of the Canadian Bar Association, a member of the Board of Regents of Memorial University and a former French consular agent for Newfoundland.

He has served as naval aide-de-camp to Lieutenant-Governors Sir Leonard Outerbridge and Hon. Campbell L. MacPherson, and as honorary aide-de-camp to Viscount Alexander of Tunis when he was Governor General of Canada.

### HMCS Chippawa

Battle of the Atlantic Sunday, May 5, found Commodore P. D. Taylor, Commanding Officer Naval Divisions, in Winnipeg for his annual inspection of HMCS *Chippawa*. He attended the

service in observance of the occasion at Holy Trinity Church.

Before attending church, the ship's company of *Chippawa* paraded to the Legislative Building where a photograph was taken. This was the first time in many years that a similar opportunity had presented itself. More than 70 per cent of the reserve personnel were in attendance.

Following the church services, the ship's company, together with the J. T. Cornwell, VC, and *Crusader* Sea Cadet Corps and the J. R. K. Millen Navy League Cadets assembled at the Cenotaph for a wreath-laying ceremony.

A march past was then held in front of the Legislative Buildings, with His Honour Errick F. Willis, Lieutenant-Governor of Manitoba, taking the salute of the more than 1,100 Navy and Navy League personnel.

### HMCS Hunter

The presentation of trophies and awards highlighted the annual reserve inspection of HMCS *Hunter*, the Windsor naval division, on May 21.

Inspecting 185 naval reservists was Captain Murray A. Davidson, Chief of Staff to the Commanding Officer Naval Divisions at Hamilton.

Part of Captain Davidson's inspection duty included visiting various classrooms, where work in communications, seamanship, general training and bandsmanship was being carried out.

Recipients of trophies and awards were: AB Gary Fairthorne, best-in-seamanship trophy; Ord. Seaman Louis Blanchette, best-in-communications trophy; CPO Cy Hranka, best all-round chief or petty officer trophy; AB R. J.



"Help! Kelp!" One of the bothers experienced by HMCS James Bay and sister ships while sweeping in California waters earlier this year was the accumulation of vast quantities of seaweed on the sweep wires and floats. (E-71340-56 and 57)

Sitarz, best kit award; Ord. Sea. R. R. Young, best new entry award; Ord. Sea. I. J. May, the runner-up new entry award; Ldg. Sea. G. T. Dowdell, best all-round seaman or below award and the .22 shoot high aggregate award for leading seaman or below, and CPO F. C. Doolittle, the .22 shoot high aggregate chief and petty officer award.

The *Hunter* band, under the direction of PO John Gimpel, provided the music for the inspection.

### HMCS Unicorn

Presentation of awards won by naval reserve seamen and wrens in the winter training period followed the annual inspection of HMCS *Unicorn* ship's company by Commodore P. D. Taylor in Saskatoon in early May.

Representatives of the Army and Air Force participated in the event and assisted in presenting the awards.

Ord. Wren P. A. Peters was presented with the best new-entry wren award by Group Captain J. D. Kelly; and Ord. Sea. Z. A. Kutz received the best new-entry prize for men from Brigadier J. A. Pringle.

Ord. Wren M. C. McKinney and Ord. Seaman D. M. Dysart won the Rowney trophy in their respective sections for high individual aggregate in the small-



bore rifle shoot, the presentations being made by Major L. Tucker.

Ldg. Sea. G. I. Burlingham won the achievement award, presented by Carl McLeod, assistant city commissioner and a former commanding officer of *Unicorn*.

CPO D. T. Mann won the proficiency award, presented by Commodore Taylor.

*Fraser* division under Sub Lt. R. Irwin was judged the best division, with Cdr. D. M. Keith, commanding officer of *Unicorn*, presenting the award.

Lt.-Cdr. W. A. Faire, staff officer at *Unicorn*, also presented awards to 20 members of the ship's company for 100 per cent attendance during the training period.

### E. D. Stone Corps

(Navy League Wrenettes)

Vancouver's naval division has the inevitable name of HMCS *Discovery* and

10 years ago was the site of the "discovery" of something quite new to Vancouver, a Navy League Wrenette corps.

In 1953 E. Douglas Stone officially founded the corps which is named in his honour. Previous to this, three girls had been working in the sea cadet office and showed such interest that Mr. Stone, then chairman of the sea cadet corps, promoted the organization of the Vancouver Wrenettes. The corps became the first of five in B.C.

The corps now consists of 100 wrenettes and eight officers, under the command of Lt.-Cdr. J. Eakins. Weekly parades are held and classes cover seamanship, signals, boats, naval history, first aid and leadership. But it is not to be thought that the girls do not march. On the contrary, under the guidance of PO Peter Strelaef, a member of the Naval Reserve, the wrenettes have learned both basic and precision drill.

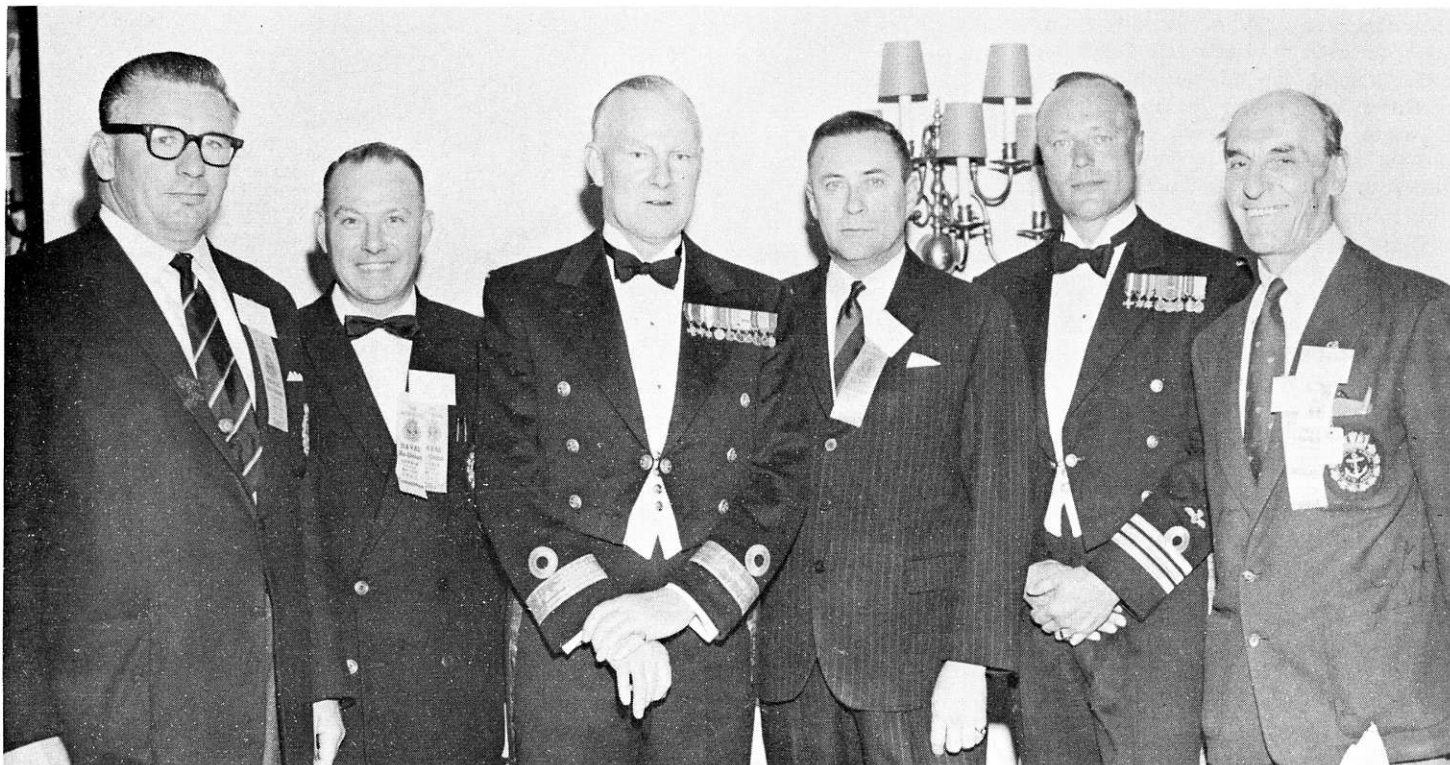
The five divisions of the corps are the namesakes of the *Beacon Hill*, *Fraser*, *Ottawa*, *Skeena* and *Margaree*, the last-named being the band.

This year on February 21 the corps celebrated its 10th anniversary by naming itself the "E. D. Stone Corps" after its founder.—R.G.



Officers' wives of the Atlantic Command attended a spring bonnet tea May 8 in the Shearwater wardroom in aid of the Children's Hospital Kermesse. TV personality Libby Christiansen was special guest. The organizing committee consisted of, standing left to right, Mrs. R. A. Creery, Mrs. S. R. Linguist, Mrs. Christiansen, Mrs. G. C. Edwards and, seated, Mrs. J. M. Paul. (DNS-31023)





For the 9th Annual Canadian Naval Veterans' Reunion, thousands of naval and civilian guests assembled in Sarnia over the Victoria Day week-end. Among the honoured guests and officials were, left to right, Herbert Maynard, president of the Canadian Naval Association, Thomas Bradley, president of the Sarnia Naval Veterans' Association, Commodore P. D. Taylor, Commanding Officer Naval Divisions, Cdr. R. C. Chenoweth, RCN (Ret), Cdr. W. H. Atkinson, commanding officer of HMCS Haida, and S. R. Piner, publicity director of the CNA. (COND-8434)

## REUNION IN SARNIA

THERE WAS an international atmosphere about the Canadian Naval Association's 9th Annual Naval Veterans' Reunion held in fine spring weather at the border city of Sarnia from May 17 to May 20.

Augmenting the estimated 3,000 delegates and wives, were personnel of ships from both the Royal Canadian Navy and the United States Navy.

The senior Canadian naval guest was Commodore Paul D. Taylor, Commanding Officer Naval Divisions and a patron of the CNA. The senior USN representative was Cdr. John P. Boyd, Commanding Officer, Broadhead Naval Armoury, Detroit.

Even the local Sarnia businessmen became involved when the Sarnia Chamber of Commerce played host to Cdr. R. C. Chenoweth, RCN (Ret), of Montreal, war-time captain of the minesweeper HMCS *Sarnia*, the host city's namesake.

To add to the success of the reunion, the CNA officials brought with them the first official ensign of the CNA and a letter from My Lords of the British

Admiralty authorizing the design and use of flag by the association.

All in all, it was one of the most successful reunions of Canada's naval veterans yet held. It started with registrations at noon on the Friday, May 17, and progressed from there on. The destroyer escort *Haida*, commanded by Cdr. W. H. Atkinson, arrived at the Sarnia government wharf Friday evening to be met by hundreds of spectators from Sarnia and the neighboring city of Port Huron, along with the official welcoming party from the Sarnia Naval Veterans' Association, the Sarnia Chamber of Commerce, a guard from RCSCC *Repulse*, Sarnia sea cadet corps, and the all-girl Sarnia Marching Angels.

On Saturday, May 18, the reunion was officially opened by Sarnia's Mayor H. T. Ross and Commodore Taylor. A guard from the *Haida* and a combined band from the Hamilton and Windsor naval divisions, *Star* and *Hunter*, paraded for the official opening ceremony.

During the afternoon, naval veterans and naval personnel harked back to

the old days and discussed the new navy, each according to his own.

Saturday night brought more formalities and speeches. Main guest speaker at annual banquet was Commodore Taylor who traced the growth of the CNA and complimented it on its progress. He recommended its expansion west to include prairie and West Coast naval groups and promised his continued help in furthering this movement. He also gave the veterans an outline of the progress of the naval service and summarized the navy's shipbuilding program and defence role.

"Now what is your part?" Commodore Taylor asked. "You are doing excellent work supporting the Navy League in providing funds for Sea Cadets. You are building an organization of ex-naval persons informed in the ways of the Navy and the sea. Let's use it. You'd be surprised at the lack of knowledge of the Navy across the country.

"Our national motto was chosen deliberately outward looking, 'From Sea to Sea'. As I've pointed out before, far too many of our countrymen think of



it the other way, 'From Shore to Shore', and look inward. Let's tell them how much Canada depends on the sea and the Navy. We depend for our existence on trade, and the vast majority of markets are reached by sea. We must export to live and, in turn, we must import too.

"What was it that recently averted the possibility of a Third World War? Was it not the use of sea power that forced the withdrawal of the threat to the United States and ourselves from Cuba? I doubt whether any other means could have accomplished this without armed conflict.

"You veterans here at this reunion number more than the total strength of the Navy—RCN and Reserves—at the beginning of the last war. In five years, because of your efforts, it had expanded to almost 400 ships and 100,000 men and women. Let's put a similar effort behind the *prevention* of a war by ensuring that we have a well understood and well supported navy today".

The same evening, the host club held its grand naval ball, along with informal dances at the Sarnia Arena and the SNVA club rooms.

On Sunday, sentiment played its largest part. There was the church parade and the Cenotaph ceremony. Just before the church parade, USS *Amherst* arrived astern of the *Haida* at Sarnia's government wharf. Veterans and service personnel attended church services at St. Andrew's Presbyterian Church and Our Lady of Mercy Church where the RCN's chaplains of the fleet officiated.

The post-church march past was one



Canadian naval veterans saw their new ensign for the first time over the Victoria Day week-end. Veterans, along with serving members of the Royal Canadian and United States Navies, paraded the ensign in Sarnia at the 9th annual Naval Veterans' Reunion. Admiring the new ensign are Wren M. A. Trudel, N. J. Yorston, executive secretary-treasurer of the Canadian Naval Association, and Wrens C. A. Johnson, M. J. Nopper and F. E. Hoyle. (COND-8376)

of the best ever held. Commodore Taylor, taking the salute, saw marched past him the White Ensign, a USN colour party, the Royal Canadian Sea Cadet ensign and the furled CNA ensign, awaiting its dedication at the Cenotaph. With the colours and their guards were the columns of uniformed personnel and those of the blue-blazer naval veterans.

At the Cenotaph, veterans put reunion activities away from them and paid their respects to fallen comrades and the sacrifices of war-time days. It was a special day, like all the other Sundays at all the other reunions except for one additional ceremony which would never be repeated. This was the dedication of the CNA ensign. Held in jealous custody until this time, the ensign was brought before Rev. Harry Ploughman, Chaplain of the Fleet (P), and Rev. J. E. Whelly, Chaplain of the Fleet (RC), for the dedication ceremony. It then joined the other colours at the Cenotaph and was marched away. Probably one would have had to be at the ceremony to realize the pride the naval veterans had in the unfurling of their ensign.

At most reunions, Sunday afternoon has marked the end of the activities, but this time, while the Canadian Navy had departed, the American naval guests still had another day in Sarnia and their hosts were happy. Monday was the day they were able to make up for the hospitality the Americans had missed because of their Sunday arrival. Appropriately, a dance for the officers and ship's company of the *Amherst* on Monday evening completed the across-the-border atmosphere of the reunion. The *Amherst* sailed Tuesday morning for further Great Lakes training activities and the reunion had ended.



Canadian naval veterans and serving members of the Royal Canadian and United States Navies gathered in Sarnia over the Victoria Day week-end for the 9th annual Naval Veterans' Reunion. A tour of HMCS *Haida* was made by members of the Sarnia reunion committee, shown with Lt. A. F. Cottingham. (COND-8432)

# THE PONOKA CANNON

Sir:

While browsing through the interesting pages of *Crowsnest* of January 1963, I ran across an article by Hal Kirkland, entitled "The Almonte Gunners".

This story and the pictures brought back fond memories of my boyhood, as I had been very interested in muzzle-loading cannon from as far back as I can remember. As a youngster, I bought my first cannon for a few pennies. This was made of brass and had a barrel five inches long, with a quarter-inch bore. Later on this gun became too small to suit my requirements, so, when I was busy trying to learn how to use a metal lathe, I made a larger one, 10 inches long, with a half-inch bore. The first time this gun was fired, the barrel split from end to end, one half remaining on the gun carriage, while the other half just disappeared altogether and was never found. After this experience "toy cannons" were prohibited as a method of entertaining my playmates.

Later on in life I served as a marine engineer in the British Mercantile Marine from 1903 up to 1912, and then decided to emigrate to Canada, settling down in a small central Alberta town, called Ponoka.

Here I opened a machine shop, repairing all the different types of machinery that the farmers brought to me, which wasn't very much for some time.

But after Kaiser Bill started his trouble in 1914, I had plenty to do, as the farmers were getting a high price for their grain and were able to buy lots of machinery.

Towards October 1918 it became pretty evident that the Kaiser had had just about enough of it, and it looked as if the Armistice was not very far away. So, putting two and two together, I decided to make a decent-sized cannon, that would make some real noise when the day of rejoicing arrived.

I cut a piece of steel shaft five inches in diameter by 30 inches long, which had done duty as a rear axle for a steam traction engine at one time. I intended to use this for the barrel, and just had it set up in the lathe on November 10, ready to start operations on it, such as boring it out, and also turning the barrel to a taper so that it would look somewhere near the

proper thing. During that night my telephone rang, it was 2 o'clock in the morning. It was the town's mayor calling me up to tell me that he had news for me. His news was that the Germans had given up. Then he asked me if I had the cannon ready to fire (he must have had a tip from someone that I was about to make a gun). I told him that it was only just started on. Then I asked him to phone to the power station, for them to turn the lights on right away, so that I could go to work on it.

At this time Ponoka didn't have lights between midnight and six in the morning. The lights came on immediately, and so I went to work on the gun.

A lot of steel had to be removed to make the barrel to look like the real thing, and this was quite a big job, but the biggest job was to do the boring to a depth of 28 inches, and to a diameter of one and a half inches.

Eventually this was done, and a priming hole was drilled to take a nipple to fit a copper percussion cap, as used by the Indians in their muzzle loading shot guns. The trunions were fitted so that it could be elevated for easy loading, and a two-wheeled carriage was provided.

The firing lever (powered by a spring) was held in its cocked position

by a small pin, to which was attached the firing lanyard, about 12 feet long. At 20 minutes past four in the afternoon of November 11, the cannon was wheeled out to an empty lot adjoining my shop for its first shot. About a third of a teacup of fine black gunpowder was used for a charge, with a lot of paper wads rammed tight with a rear axle from a Ford car. There were only a very few boys present when the first shot was fired, but in a few minutes after that I had as many gunners on the job as Nelson had in the *Victory* at Trafalgar.

After the cannon was fired several times, we found that we were running short of ammunition, but when the businessmen of the town found this out, they bought up all the available gunpowder in town from the two hardware stores. But eventually we ran short of powder again, so some of the more enthusiastic of the town businessmen drove to the two nearest towns and brought back a lot more gunpowder, so that the youngsters of the town were able to have enough ammunition to carry on far into the night.

I couldn't make a guess as to how many times we fired the cannon, but a farmer who lived 20 miles to the east of town told me afterwards that he could hear every shot that was fired, and told me the number, but I have forgotten now what it was.

Now comes the final chapter of the cannon. This occurred in July 1927 when the present Duke of Windsor (the Prince of Wales at that time) was due to pass through Ponoka on a very early train, about 6 am.

Our two boys, 12 and 13 years old, were all for firing off the cannon as a salute when the train came to a standstill at the water tank.

At first I wasn't very fussy about getting up so early, but eventually had to give into them. So the gun was loaded and pulled to a patch of grass near the water tower and was made all ready to fire.

I stood fairly near to supervise the proceedings. Just as the locomotive came to a standstill at the water tower, one of the boys fired the cannon, which sounded twice as loud at that time of the morning as it usually did.

## Mixed Lot In Victory

The proposal to man NATO nuclear surface ships with ship's companies of mixed nationalities has met with something less than universal acclaim as critics voice their doubts on the ability of sailors of various nationalities to work together.

Noting these doubts, *The Ottawa Journal* quotes a letter written to *The Times* of London by R. P. Garnon Williams, of Englefield, Surrey, giving the composition of the crew of HMS *Victory* at Trafalgar:

Excluding Marines and boys, the ship's complement of 633 officers and men were made up as follows:

411 English, 64 Scots, 63 Irish, 18 Welsh, 3 Shetlanders, 2 Channel Islanders, 1 Manxman, 22 Americans, 7 Dutch, 6 Swedes, 3 French, 2 Danes, 3 Norwegians, 1 Russian, 3 Germans, 2 Swiss, 2 Portuguese, 4 Italians, 2 Indians, 1 African, 9 West Indians and 4 Maltese.

"And didn't they fight!" remarked Mr. Williams.

In a few seconds the two boys were surrounded by a lot of people, including the train crew, a few Royal North West Mounted Police in their red coats, as well as some private detectives, I believe, and as soon as the two boys saw the red coats making for them, they thought they were on the way to jail right enough.

When I saw what was happening I then stepped up and explained the motive of the boys was only to fire a salute to the Royal passengers.

After this, things were soon smoothed out and they all went back into the train, smiling as they went. Both of these boys helped to stop Hitler in the last fuss, joining the colours as soon as war was declared. The elder joined the RCMEs while the younger went into the Navy and was on convoy duty in the North Atlantic during most of the war years.

I had a good picture of this cannon in my possession for a long time but, having moved around the Pacific Coast to several places, during the war, it has been lost, I am very sorry to say.

But if the rear wheels of the gun in the picture in *The Crowsnest* were to be removed, then Cdr. Walker's cannon and mine would be as alike as two peas.

This little cannon was presented to the Calgary unit of the sea cadets in 1939. A brass plate was attached to the gun carriage, telling the story of when it was made and why. (They use it when in camp out at Chestermere Lake, to fire at sunset). This was shortly after the war broke out.

I am still interested in naval matters even though I am past my four-score years today.

Sincerely,  
HERBERT J. REES

Elmwood Lodge,  
15901-87th Ave.,  
Edmonton, Alta.

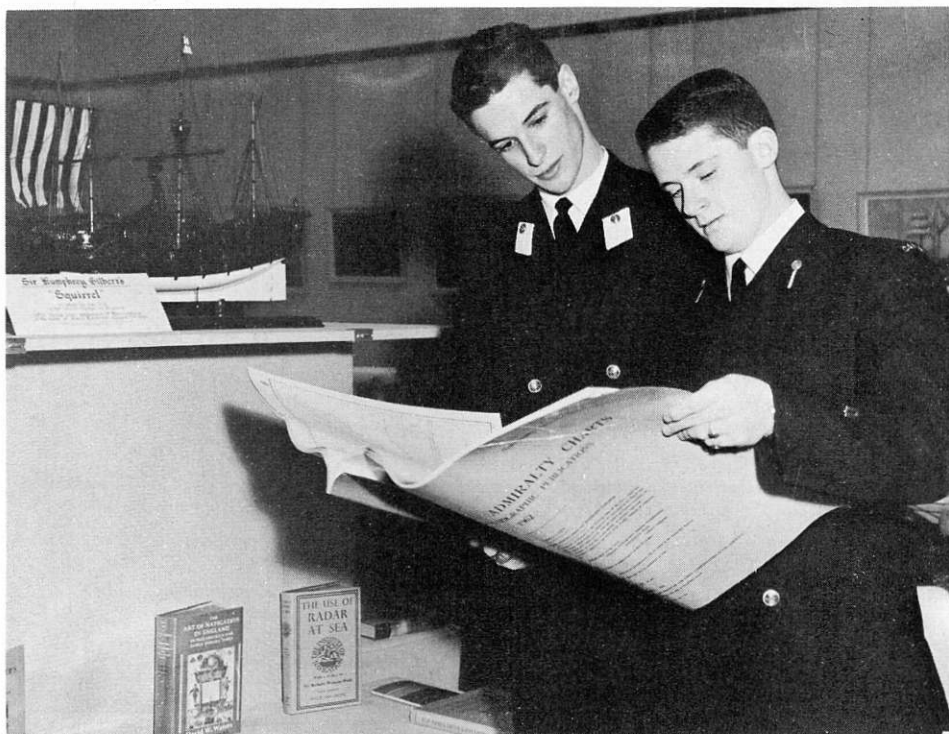
## HAIDA VISIT

Dear Sir:

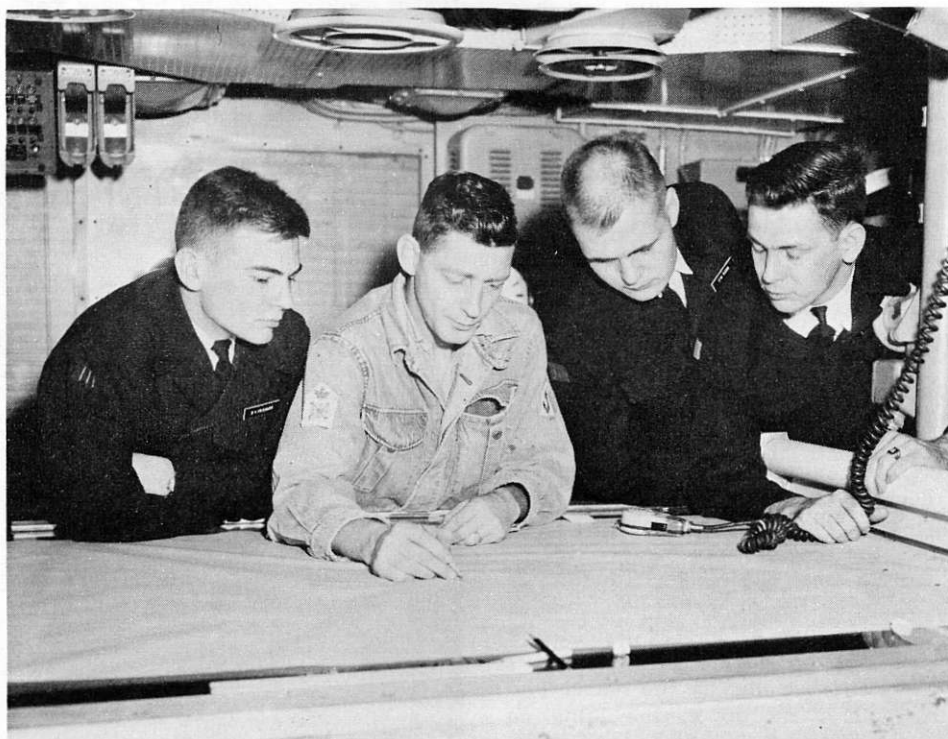
Today the destroyer HMCS *Haida* is visiting Toronto and I had the opportunity to be on board for a cruise out into Lake Ontario. I want to express my appreciation to the captain and the crew for the well-planned program that showed me how the ship carried out her duties. I enjoyed the cruise very much and appreciate the courtesy and helpfulness shown to me by the crew of the *Haida*.

Yours sincerely,  
S. FRASER

38 Owen Blvd.,  
Willowdale, Ontario.



Toward the end of March, Memorial University of Newfoundland held a nautical display of models of ships, photographs, paintings, blueprints of ships, and more than 300 books. The display drew almost 2,000 visitors. Present for the opening ceremonies were Cdr. W. Bremner, Canadian Naval Commander Newfoundland, and Lt.-Cdr. W. J. Gushue, Commanding Officer, UNTD. The Memorial UNTD assisted with the display. ROTP Cadet M. E. Pinfold and Cadet Captain R. J. Jenkins examine a volume of Admiralty charts. (NF-7664)



A group of 65 cadets from Royal Military College, Kingston, toured the RCN Atlantic Command recently. Shown at the local operations plot table on board HMCS *Kootenay* are, left to right, Cadet Roy V. Prichard, Leading Seaman Donald Wagg, and Cadets David Robb and Bruce Greaves.



# THE NAVY PLAYS

## RCN Officer

### Heads Rifle Team

For the first time in its history, the Dominion of Canada Rifle Association's Bisley Teams, will have a naval officer as its commandant. He is Captain A. Graham Bridgman, RCN, Principal Naval Overseer, Montreal Area.

Captain Bridgman will take over the 21-man 1963 Bisley Team when they assemble in Ottawa on June 23 for their team meeting to decide committees and duties during the Bisley Shoot in the United Kingdom.

The team, composed of qualified DCRA shots from across Canada, will leave Uplands on June 24 at 5:00 pm and will arrive at Bisley, England, on June 26 after a brief stopover at Marville, France.

Practice will be the order of the day until the matches commence on July 13, although some members will shoot individually before the team shoot.

Matches will be completed by July 20 and the team will leave for Canada on July 26, arriving in Ottawa on July 27.

In addition to Captain Bridgman, there will be two other naval members of the team. They are: CPO H. M. Oliver, of HMCS *Stadacona*, and PO L. A. Williams, a member of the naval reserve from HMCS *Chippawa*, Winnipeg naval division.

## 14 Swim Records Established

Fourteen Nova Scotia records were established at an invitational all-star swim meet held June 1, at *Shearwater's* pool.

The meet saw five old records go by the board and nine marks established for events having no previous records.

Brian Marklinger, of *Stadacona*, was over-all winner in the Group A boys' division, while Doug Sitland of the Halifax YMCA topped the Group B boys' category.

Two *Shearwater* girls dominated the girls' events. Arlene Henderson in the A group and 14-year-old Beverley Britton in B group. Miss Britton chalked up three firsts and a second.

Ann Marie McCarthy, of *Shearwater*, was selected as the outstanding swimmer of the year.

A clown diving display and a beachwear fashion display were held during the intermission.

Following is a summary of the events.

1. Group A, boys' 100-metre free style: 1. R. Perlin, 2. Brian Marklinger. Time 1.14.2.
2. Group B, boys' 200-metre free style: 1. Jim Lovett, Halifax Y; 2. Doug Sitland, Halifax, 2.29.9 (new N.S. record).
3. Group B, girls' 200-metre free style: 1. Beverley Britton, 2. Pat Paul 2.35.7 (new N.S. record).
4. Group A girls' 100-metre free style: 1. Arlene Henderson, 2. Sara L. Robinson. Time 1.19.1 (new N.S. record).
5. Group A, boys' 100-metre backstroke: 1. Brian Marklinger, 2. R. Perlin. Time 1.33.6 (no previous record).
6. Group B, boys' 200-metre backstroke: 1. Brian Crowe, Halifax Y., 2. David Gorseline. Times 2.51 (no previous record).
7. Group B, girls' 220-metre backstroke: 1. Bev Britton, 2. Pat Paul. Time 3.02 (new record).
8. Group A, girls' 100-metre backstroke: 1. Arlene Henderson, 2. Ann Hirtle. Time 1.35.5 (no previous record).
9. Group A, boys' 100-metre breast: 1. Brian Marklinger, 2. Stephen Corman. Time 3.09 (no previous record).
10. Group B, boys' 200-metre breast: 1. K. Frewer, 2. Jack Smith, Halifax Y. Time 3.09 (no previous record).
11. Group B, girls' 200-metre breast: 1. B. Britton, 2. Ann McCarthy. Time 3.26 (new record).
12. Group A, girls' 100-metre breast: 1. T. Buckley, 2. Arlene Henderson. Time 1.40.4 (no previous record).
13. Group A, boys' 50-metre butterfly: 1. Brian Marklinger, 2. R. Perlin. Time .37.8 (ne previous record).
14. Group B, boys' 100-metre butterfly: 1. John Burchell, Halifax Y, 2. Doug Sitland. Time 1.09.6 (new record).
15. Group B, girls' 100-metre butterfly: 1. Ann McCarthy, 2. Beverley Britton. Time 1.26 (new record).

16. Group A, girls' 50-metre butterfly: 1. Arlene Henderson, 2. Gillian Paul. Time 0.41.5 (no previous record).

## Weapons Division Heads Volleyball

The *Stadacona* Inter-Divisional trophy for volleyball was won by the Weapons Division, *Stadacona*, and was presented to PO R. C. Reimer at ceremonial divisions May 10. Six teams were defeated in the course of victory by the Weaponers, the final match, a hard-fought battle, being played against Canadian Forces Hospital staff and won 2-0.

In the other inter-divisional sports, Weapons Division personnel won top honours in last year's sports tabloid and softball league and placed second in soccer, .22 rifle shooting and the basketball tournament.

## Shearwater Tops Rifle League

*Shearwater* was the major prize winner when the Halifax Garrison Indoor Rifle League recently held its annual banquet and award night.

In 10 weeks of competitive shooting, *Shearwater* topped both the junior and senior divisions to take the following trophies: Richard Oland Trophy—first place senior team; Caldwell trophy—first place junior team; United Cleaners trophy—senior team high weekly score; Navy League trophy—senior challenge trophy; Phinney Trophy—junior challenge trophy; Aldershot cup—second place senior aggregate (won by PO Jack Marsden); Safety Supply trophy—third place senior aggregate (won by Ldg. Sea. Elgin Helps).

The Garrison League dates back to the turn of the century when gallery rifle shooting was a keenly contested sport. First started by the militia, it is now open to all active service units (Navy, Army, Air Force) and the RCMP, as well as local police units.

Patrons are the Flag Officer Atlantic Coast, General Officer Commanding Eastern Command, and the Air Officer Commanding Eastern Command.

The officer-in-charge of the Halifax Garrison is honorary president of the League, and the executive is elected by those attending the annual meeting in October.



# LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is March 1, 1963. Names are grouped according to trade.

## Atlantic Command

### For Promotion to Petty Officer Second Class

LSBN2	D. J. Cole.....	16071-H
LSWS2	E. J. Banks.....	12259-H
LSWS2	R. D. Clarke.....	24416-H
LSWS2	J. C. Markey.....	16735-H
LSWS2	D. W. Ross.....	15364-H
LSFC3	D. P. Dagenais.....	26347-H
LSFC3	D. I. Spence.....	24921-H
LSWU3	C. J. Butler.....	26408-H
LSWU3	J. R. Douglas.....	25770-H
LSWU3	F. V. Efford.....	16574-H
LSWU3	T. H. Houlden.....	33625-H
LSWU3	J. E. Millman.....	15371-H
LSWU3	G. M. Royal.....	29388-H
LSSN3	B. W. Taylor.....	8867-H
LSRP3	D. L. Wagg.....	12164-H
LSSG2	D. J. Margerison.....	31184-H
LSRM2	J. R. Lalumiere.....	32172-H
LSRM2	A. R. Thomson.....	33778-H
LSER3	C. G. Ayers.....	30937-H
LSER3	T. G. Chadwick.....	25122-H
LSER3	G. J. Elwren.....	26518-H
LSER3	B. J. Fay.....	29809-H
LSER3	F. D. Gare.....	25552-H
LSER3	M. G. Kennedy.....	16305-H
LSER3	D. C. MacDonald.....	15863-H
LSEM2	E. H. McCabe.....	33980-H
LSER3	A. F. Morin.....	31768-H
LSER3	J. S. Novak.....	33862-H
LSER3	H. J. Romme.....	31030-H
LSEM2	I. D. Wise.....	19925-H
LSET3	W. A. Holland.....	35188-H
LSET3	C. E. Lamothe.....	17962-H
LSET3	G. W. Seofield.....	12863-H
LSLT3	J. W. Lane.....	31889-H
LSLT3	G. M. Pollock.....	38236-H
LSLT3	R. A. Reid.....	27190-H
LSLT3	H. A. Sinclair.....	26854-H
LSHT3	W. R. Bissett.....	52025-H
LSHT3	J. P. Craig.....	45334-H
LSHT3	M. E. Robinson.....	48817-H
LSAT3	R. Lawton.....	27205-H
LSNA3	C. F. Armstrong.....	36826-H
LSNA3	J. P. Main.....	42212-H
LSNA3	C. G. Moore.....	42532-H
LSNA3	R. V. Sutherland.....	23633-H
LSNA3	D. A. Watters.....	34262-H
LSNA3	G. W. Way.....	33616-H

LSAM2	P. J. Pinnoy.....	24369-H
LSRA3	R. J. MacDougall.....	23579-H
LSPW2	L. J. Ashby.....	18674-H
LSVS2	W. R. Finnigan.....	26576-H
LSNS2	C. R. Near.....	10229-H
LSCK2	W. V. Ferguson.....	16732-H
LSSW2	G. R. Elliott.....	26957-H
LSMA3	M. W. Gilbertson.....	32719-H
LSMA3	M. A. Langevin.....	36511-H
LSCD2	L. A. Goneau.....	11493-H

### For Promotion to Leading Seaman

ABBN2	A. K. Burian.....	45868-H
ABBN2	L. G. Farrell.....	36760-H
ABBN2	W. G. Little.....	38716-H
ABBN2	J. F. McInnis.....	15501-H
ABWS2	J. C. Armstrong.....	37891-H
ABWS2	W. J. Baker.....	25160-H
ABWS2	C. J. Bourgault.....	37254-H
ABWS2	R. A. Charbonneau.....	37009-H
ABWS2	R. W. Clifford.....	23773-H
ABWS2	E. R. Delorey.....	44267-H
ABWS2	S. U. Houde.....	29104-H
ABWS2	R. D. London.....	36914-H
ABWS2	N. R. Rowe.....	32154-H
ABWS2	F. J. Roy.....	29055-H
ABWS2	D. G. Wilson.....	39799-H
ABFC2	J. H. Grigg.....	37982-H
ABFC2	E. F. Hill.....	45920-H
ABFC2	R. Jenkins.....	37034-H
ABFC2	R. C. Johnston.....	37932-H
ABFC2	G. C. Miller.....	45291-H
ABFC2	R. A. Reid.....	43098-H
ABFC2	L. L. Robinson.....	43429-H
ABFC2	J. B. Stewart.....	46824-H
ABFC2	D. G. Sheward.....	39876-H
ABFC2	J. L. Vantassel.....	46742-H
ABWU2	R. C. Briggs.....	48252-H
ABWU2	M. A. Coulombe.....	44656-H
ABWU2	L. W. Curti.....	46518-H
ABWU2	J. H. Duxbury.....	42473-H
ABWU2	W. R. Fenton.....	45930-H
ABWU2	K. A. Grandmaison.....	37017-H
ABWU2	R. E. Gignac.....	42783-H
ABWU2	G. F. Hepworth.....	27222-H
ABWU2	R. H. Macphee.....	44184-H
ABWU2	D. K. Norquay.....	33552-H
ABWU2	B. J. Rashotte.....	12970-H
ABWU2	A. R. Sears.....	44523-H
ABWU2	D. J. Tod.....	37943-H
ABWU2	J. C. Van Buren.....	46517-H
ABWU2	E. J. Veinotte.....	48581-H
ABWU1	R. H. Woodcock.....	30526-H
ABWU2	A. F. Young.....	37988-H
ABSN2	J. J. Auld.....	45765-H
ABSN2	P. E. Barry.....	44645-H
ABSN2	D. D. Enders.....	33541-H
ABSN2	R. V. Galloway.....	45040-H
ABSN2	H. R. Gardner.....	38738-H
ABSN2	G. V. Godin.....	42711-H
ABSN2	A. G. Laidlaw.....	46054-H
ABSN2	C. E. Ramsey.....	45946-H
ABSN2	A. H. Reynolds.....	45146-H
ABSN2	K. J. Ruddy.....	66479-H
ABSN2	N. B. Sakins.....	35704-H

ABSN2	J. W. Shedden.....	42763-H
ABSN2	J. A. Viney.....	33510-H
ABRP2	J. D. Bowers.....	44114-H
ABRP2	T. L. Downer.....	31165-H
ABRP2	G. T. Duffy.....	26642-H
ABRP2	D. J. Johnston.....	42659-H
ABRP2	D. F. Kelly.....	42746-H
ABRP2	C. F. King.....	37782-H
ABRP2	T. H. Kraushar.....	38751-H
ABRP2	E. A. Leblanc.....	44514-H
ABRP2	W. F. MacKenzie.....	39808-H
ABRP2	G. W. Perigo.....	44537-H
ABRP2	S. N. Plante.....	44981-H
ABRP2	U. L. Ruhloff.....	45627-H
ABRP2	J. G. Savage.....	37735-H
ABRP2	R. E. Turner.....	37803-H
ABRP2	P. R. Williams.....	37690-H
ABSG2	G. Andrews.....	26956-H
ABSG2	A. N. Johnson.....	43940-H
ABSG2	T. C. Lafontaine.....	47690-H
ABSG2	D. J. Parker.....	44299-H
ABSG2	G. W. Schneider.....	39903-H
ABSG2	C. D. Tarry.....	42344-H
ABSG2	L. P. Uhlin.....	44423-H
ABRM2	R. G. Bird.....	34189-H
ABRM2	R. E. Blinco.....	47703-H
ABRM2	J. W. Guilford.....	39075-H
ABRM2	W. A. Grundy.....	45613-H
ABRM2	R. H. Macfawn.....	42854-H
ABRM2	L. J. Mielko.....	45776-H
ABRM2	M. E. Stanley.....	37900-H
ABRM2	R. P. Stevens.....	45772-H
ABRM2	J. H. Turner.....	38753-H
ABEM2	W. A. Abbey.....	49455-H
ABEM2	B. T. Albert.....	42605-H
ABEM2	D. G. Baker.....	43447-H
ABEM2	D. D. Bird.....	39882-H
ABEM1	D. W. Brocklebank.....	44176-H
ABEM2	D. H. Brown.....	46490-H
ABEM2	D. G. Bush.....	35638-H
ABEM2	W. F. Couvell.....	42968-H
ABEM1	W. R. Curtis.....	23746-H
ABEM2	G. G. Densmore.....	44064-H
ABEM2	R. L. Dinner.....	45657-H
ABEM2	R. A. Dorrington.....	44204-H
ABEM1	G. V. Emeree.....	37498-H
ABEM2	W. A. Gardner.....	43426-H
ABEM2	J. R. Gayton.....	43092-H
ABEM1	A. Gowthorpe.....	43416-H
ABEM2	J. H. Gregory.....	42251-H
ABEM2	R. J. Hall.....	44910-H
ABEM2	M. E. Heal.....	35336-H
ABEM2	W. A. Harder.....	43993-H
ABEM1	H. R. Harris.....	34968-H
ABEM1	R. A. Holt.....	42822-H
ABEM2	J. W. Lacey.....	39795-H
ABEM2	P. R. Lapier.....	42216-H
ABEM2	K. R. Matson.....	39802-H
ABEM2	C. G. McCrae.....	45982-H
ABEM2	L. F. McIntee.....	43077-H
ABEM2	R. G. Mills.....	39843-H
ABEM2	L. B. Monminie.....	36805-H
ABEM1	M. A. Moore.....	38744-H
ABEM2	R. D. Peterson.....	38736-H
ABEM1	R. A. Power.....	37889-H
ABEM2	D. J. Richard.....	37351-H
ABEM2	R. W. Schultz.....	45603-H
ABEM2	R. G. Selka.....	45710-H
ABEM2	R. E. Smith.....	43441-H
ABEM2	K. G. Sutcliffe.....	39003-H
ABEM1	T. A. Tills.....	34287-H
ABEM2	O. E. Tolhurst.....	42376-H
ABEM2	G. A. Towill.....	38717-H
ABEM2	G. R. Trafford.....	38745-H
ABEM2	R. A. Walker.....	43389-H
ABEM2	K. R. White.....	26796-H
ABEM2	W. E. Wilson.....	42731-H



The destroyer escort St. Croix cuts through an unusually placid North Atlantic during a NATO exercise. The photographer, Ldg. Sea. James Oakes, has framed her with boats carried by a sister ship, HMCS Kootenay. Both warships are members of the Fifth Canadian Escort Squadron. (HS-71761)

ABEM2 E. M. Wilson.....31621-H  
ABEM2 F. V. Yurechko.....45968-H

ABLM2 M. S. Barber.....38129-H  
ABLM2 R. J. Daley.....36609-H  
ABLM2 J. A. Guttin.....42687-H  
ABLM2 J. G. Ingram.....46450-H  
ABLM2 K. E. King.....46173-H  
ABLM2 K. G. Pennington.....45031-H  
ABLM2 G. O. Pepper.....39807-H  
ABLM2 R. J. Pratte.....32382-H  
ABLM1 B. E. Rogers.....42768-H  
ABLM2 G. W. Schmidt.....31607-H

ABHM2 J. T. Chiasson.....42995-H  
ABHM2 K. T. Charlton.....45875-H  
ABHM2 E. M. Fairbanks.....39181-H  
ABHM2 C. J. Lavoie.....37344-H  
ABHM2 L. D. MacDonald.....45933-H  
ABHM2 R. J. Scrimshaw.....36699-H  
ABHM2 G. J. Tremblay.....37260-H

ABAF1 S. D. Pyett.....30190-H  
ABAT2 G. Synnuck.....34627-H

ABWA2 W. MacArthur.....25107-H  
ABWA1 J. C. Webb.....30835-H

ABNA2 E. J. Aveling.....34130-H  
ABNA2 W. A. Bereza.....36544-H  
ABNA2 J. W. Dawson.....46791-H  
ABNA2 R. R. Iris.....36208-H  
ABNA2 E. G. Seal.....31577-H

ABAM1 J. J. Bergeron.....30430-H  
ABAM2 J. A. Dark.....27136-H

ABEA2 S. Swan.....35559-H

ABEA2 A. G. Thomas.....46829-H  
ABEA2 R. D. Townsend.....39732-H

ABRA2 G. C. Fleming.....28686-E  
ABRA2 J. F. Gould.....42308-H  
ABRA2 A. W. Hiltz.....39058-H  
ABRA2 J. K. Knudsen.....47438-H  
ABRA2 D. H. Morley.....46478-H  
ABRA3 E. S. Parfitt.....51809-H  
ABRA2 D. J. Williams.....16023-H

ABAW1 J. A. Clemens.....30384-H  
ABAW1 J. U. Thompson.....23716-H

ABPW1 J. A. Donald.....38991-H

ABVS2 A. W. Booth.....35745-H  
ABVS1 P. R. Hebblethwaite.....31005-H

ABCK2 J. G. Boudreault.....28520-H  
ABCK1 R. L. Martin.....37482-H  
ABCK1 P. K. Miuse.....13833-H  
ABCK2 R. J. Racette.....29377-H  
ABCK1 R. F. Turpin.....30405-H  
ABCK2 B. D. Walsh.....25159-H

ABSW2 R. J. Bureau.....18872-H  
ABSW2 M. O. Julien.....29196-H

## Wrens

### For Promotion to Leading Wren

WANP2 J. J. Campbell.....W-39917  
WANP2 J. A. Deslippe.....W-37021  
WANP2 G. E. Holmesdale.....W-44129

WAWP2 W. R. Cotterall.....W-49423  
WAWP2 M. N. Kieville.....W-49421

WACO2 M. M. Harder.....W-44679



ABMA2 G. J. Benard.....37395-H  
 ABMA2 F. J. Butt.....29738-H  
 ABMA2 D. R. Pones.....37898-H  
 ABMA2 W. J. Kern.....46761-H  
 ABMA2 D. W. McLean.....46070-H  
 ABMA2 C. J. McNicol.....19064-H

ABCD2 G. A. Frauzel.....25052-H  
 ABCD2 K. J. Whitney.....16430-H

ABPT2 M. A. Heddon.....25892-H

## Pacific Command

### For Promotion to Petty Officer Second Class

LSBN3 R. A. Falk.....17213-E

LSWS2 E. J. Hurrell.....8330-E

LSFC3 F. F. O'Neil.....33105-E

LSWU3 D. Campbell.....22907-E

LSSN3 N. W. Atkin.....24003-E

LSSN3 H. J. Klein.....27469-E

LSSN3 C. G. McKinnon.....34859-E

LSRP2 W. T. Evans.....18376-E

LSRP2 R. J. Peterson.....15062-E

LSRM2 S. V. Hicks.....34553-E

LSRM2 D. Lesiuk.....14924-E

LSEM2 E. A. Beaulieu.....27812-E

LSEM2 T. W. Brown.....28036-E

LSEM2 A. J. Couillard.....18587-E

LSEM2 O. D. Holland.....16372-E

LSEM2 T. R. Ingleson.....28736-E

LSEM2 J. R. Ramsay.....17396-E

LSET3 W. Desiatnyk.....7904-E

LSET3 M. A. Dunn.....23942-E

LSET3 M. L. Guenther.....27486-E

LSET3 D. J. Shestopals.....27491-E

LSLT3 A. L. Acheson.....28608-E

LSLT3 D. Burek.....9473-E

LSAW2 W. D. Leggett.....9717-E

LSVS2 L. H. Lenner.....27360-E

LSNS2 G. A. Robinson.....7921-E

LSCK2 L. V. Carveth.....17570-E

LSCK2 D. H. Wicks.....7795-E

LSSW2 W. R. McGhee.....35159-E

LSSW2 L. B. Olivier.....13289-E

LSHA3 J. K. Giesbrecht.....28832-E

LSMA3 C. W. Patterson.....28672-E

### For Promotion to Leading Seaman

ABWS2 J. A. Harrison.....35309-E

ABWS2 V. J. Herasimenko.....44822-E

ABWS2 M. Sophonow.....35242-E

ABFC2 D. E. Lackey.....28196-E

ABFC2 B. R. Slesky.....28186-E

ABWU2 M. A. Carter.....38436-E

ABWU2 C. E. Maguire.....32882-E

ABSN2 G. L. Benjamin.....28729-E

ABSN2 R. R. Grant.....43844-E

ABSN2 D. R. Jarvis.....49525-E

ABSN2 B. Jennings.....43807-E

ABSN3 R. L. O'Sullivan.....12785-E

ABSN2 G. L. Ross.....49519-E

ABRP2 R. H. Anderson.....32817-E

ABRP2 M. R. Rutherford.....33460-E

ABSG2 W. C. Greig.....39679-E

ABEM2 H. F. Andrew.....33278-E

ABEM2 G. W. Guenther.....39504-E

ABEM2 G. A. King.....28243-E

ABEM2 H. R. Mayled.....32851-E

ABEM2 B. N. Robertson.....38322-E

ABEM2 J. H. Van Somer.....43828-E

ABLM2 R. F. Bader.....35248-E

ABLM2 R. D. Conroy.....28661-E

ABLM2 D. C. Patterson.....46548-E

ABLM2 A. L. Rimmer.....44809-E

ABLM2 B. L. Sinkinson.....35355-E

ABLM2 N. D. Tarrant.....39723-E

ABHM2 D. V. Bowden.....35154-E

ABHM2 R. W. Brideson.....4406-E0

ABHM2 J. A. Mondor.....7943-E

ABAW2 G. E. Hicks.....23865-E

ABPW1 D. N. Warner.....23871-E

ABVS2 A. F. Wells.....18484-E

ABNS1 D. J. Stith.....14948-E

ABNS2 B. W. Wilmot.....16034-E

ABCK2 W. T. Egeland.....18422-E

ABCK2 A. E. Penney.....33207-E

ABSW1 B. J. Desjardins.....36043-E

ABSW1 E. R. Fullaway.....36818-E

ABSW2 E. F. Lemaitre.....29790-E

ABMA2 F. N. Burger.....45966-E

ABMA2 J. M. Scott.....35273-E

ABCD2 I. E. Sherlock.....31528-E

## Supplementary Radio Stations

### For Promotion to Petty Officer Second Class

LSRS3 C. E. Amor.....27800-G

LSRS3 R. J. Browne.....28839-G

LSRS3 W. C. Bulley.....31427-G

LSRS3 A. L. Campbell.....33303-G

LSRS3 J. H. Duffy.....26080-G

LSRS3 H. J. Harrison.....31405-G

LSRS3 R. J. Israel.....30744-G

LSRS3 G. D. MacRae.....28066-G

LSRS3 J. F. Mitchell.....25085-G

LSRS3 R. G. Watkins.....31840-G

LSRS3 D. R. Williams.....28806-G

LSRS3 J. S. Yablonski.....33304-G

### For Promotion to Leading Seaman

ABRS2 M. C. Anderson.....38559-G

ABRS2 L. H. Atwell.....43986-G

ABRS2 J. R. Bertin.....26283-G

ABRS2 F. K. Clow.....30445-G

ABRS2 L. I. Hassard.....38708-G

ABRS2 J. D. Kenyon.....42418-G

ABRS2 V. W. Smith.....42858-G

ABRS2 R. L. Wortman.....44639-G

# RETIREMENTS

PO SAMUEL ELDON DELAHAY, CD, P1CK3, joined RCNVR April 2, 1942 transferred to RCN April 29, 1944; served in Brunswick, Montreal, Cornwallis, Ungava, Stadacona, Givenchy, Fort Ramsay, Niobe, Warrior, Magnificent, CANAS Dartmouth, Portage, Naden, New Liskeard, Bonaventure, Gloucester; retired May 14, 1963.

CPO GORDON FOSTER, C2BN3, joined September 10, 1937; served in Stadacona, Saguenay, Restigouche, Venture, Shelburne, (St. Eloi), Gate Vessel Reo II, Fleur de Lis, Protector, Lethbridge, Peregrine, Levis II, Middlesex, New Liskeard, Scotian, Bytown, York, RCNAS Dartmouth, Brunswick, Iroquois, Portage, Swansea, Shearwater, Cornwallis, Bytown, Gatineau; awarded Long Service and Good Conduct Medal Dec. 27, 1951; retired May 10, 1963.

CPO ARTHUR JAMES HANNAFORD, C2BN4, served in RCN March 18, 1936 to April 4, 1946; re-entered RCN May 17, 1948;

served in Stadacona, St. Laurent, Saguenay, Restigouche, Niobe, Bittersweet, St. Clair, Cornwallis, Givenchy 3, Prince Robert, Peregrine, Scotian, Magnificent, Albrow Lake, Athabaskan, Inch Arran; awarded Long Service and Good Conduct Medal; retired May 16, 1963.

PO PAUL STANISLAUS LA RIVIERE, CD, P2CK3; served in RCN June 2, 1941 to June 1, 1948; re-entered RCN Feb 25, 1949; served in Naden, Stadacona, Regina, Fort Ramsay, QO83, Goderich, Cornwallis, York, Bytown, Quesnel, Avalon, Peregrine, Lauzon, Kincardine, Scotian, Warrior, Unicorn, Shearwater, Magnificent (18th SAG), Quebec, Algonquin, James Bay, Ontario, Hochelaga, Cayuga, Quadra, Margaree; retired May 7, 1963.

PO EDWARD GEORGE PEERLESS, CD, P1RP2; joined RCNVR May 25, 1942; transferred to RCN Aug. 10, 1945; served in Naden, Prince Henry, Stadacona, Givenchy, Chignecto, Prince Robert, Peregrine, Meon,

Niobe, Warrior, Magnificent, Ontario, Athabaskan, Queen, Cornwallis, Crusader, Sault Ste. Marie, Jonquiere, Discovery, Ottawa; awarded CF Jan. 10, 1955 (due May 25, 1954); retired May 24, 1963.

PO DONALD JAMES RUDOPH, CD, P1FC3; joined RCNVR May 18, 1942 transferred to RCN July 11, 1944; served in Montreal Div., Cornwallis, Stadacona, Captor II, Murray Stewart, Portage, Peregrine, Hochelaga, Donnacona, Niobe, HMS Excellent, Crusader, Givenchy, Naden, Uganda, Crescent, Rockcliffe, Cayuga, Ontario, Athabaskan, Saguenay, Quadra; retired May 19, 1963.

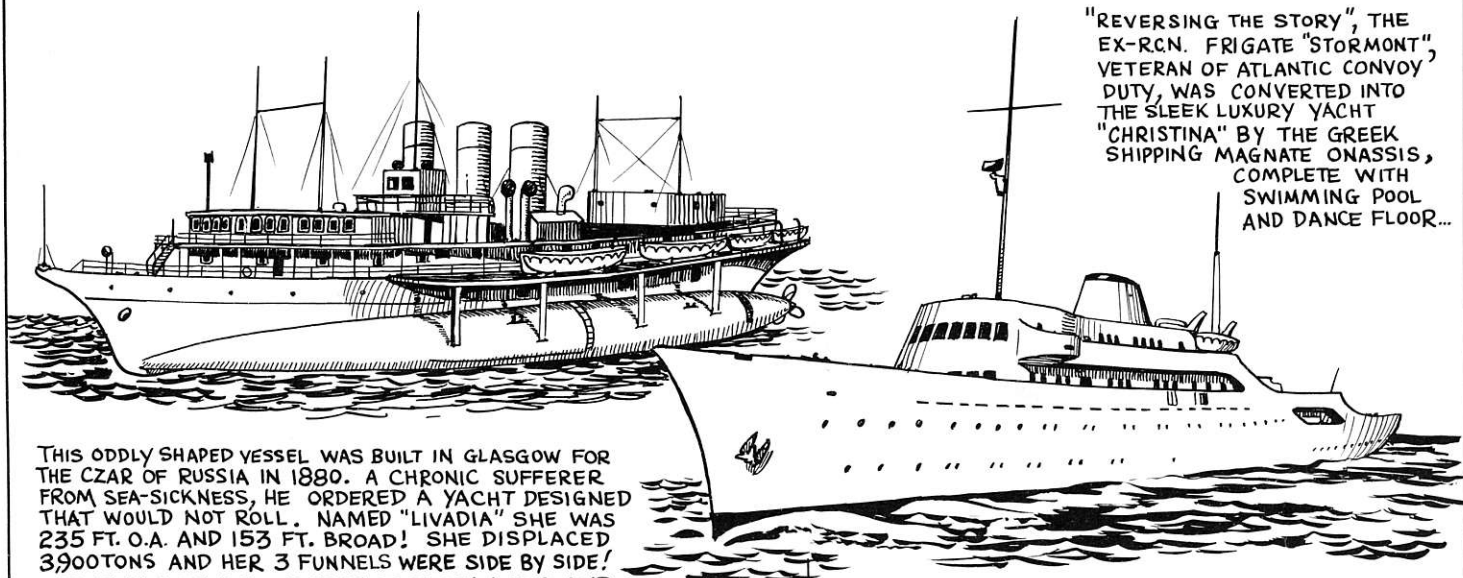
PO WALTER DENIS SCOVILLE, P1WS3; served in RCN March 1, 1937-Oct. 3, 1945; re-entered RCN June 28, 1949; served in Stadacona, St. Laurent, Skeena, Assiniboine, Summerside, Scotian, Niobe, Ontario, Peregrine, Cornwallis, Naden, Magnificent, Portage, Swansea, Shearwater; retired May 17, 1963.

# Naval Lore Corner

Number 117

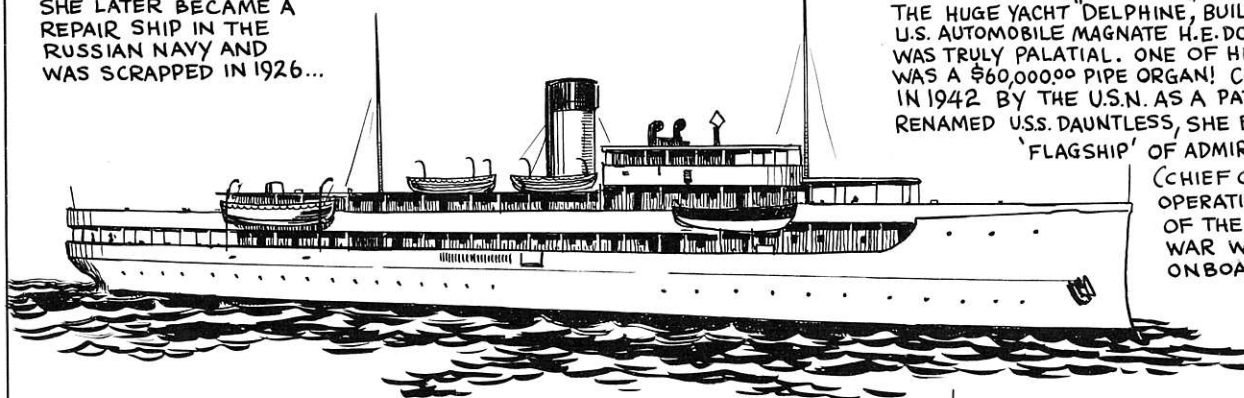
YACHTS AS WARSHIPS

IN BOTH WORLD WARS YACHTS HAVE PLAYED A BIG PART IN THE R.C.N. AS PATROL BOATS AND TRAINING VESSELS. IN OTHER NAVIES, TOO, YACHTS HAVE FIGURED IN WAR-LIKE ROLES, AND SOME HAVE SERVED IN ACTION...

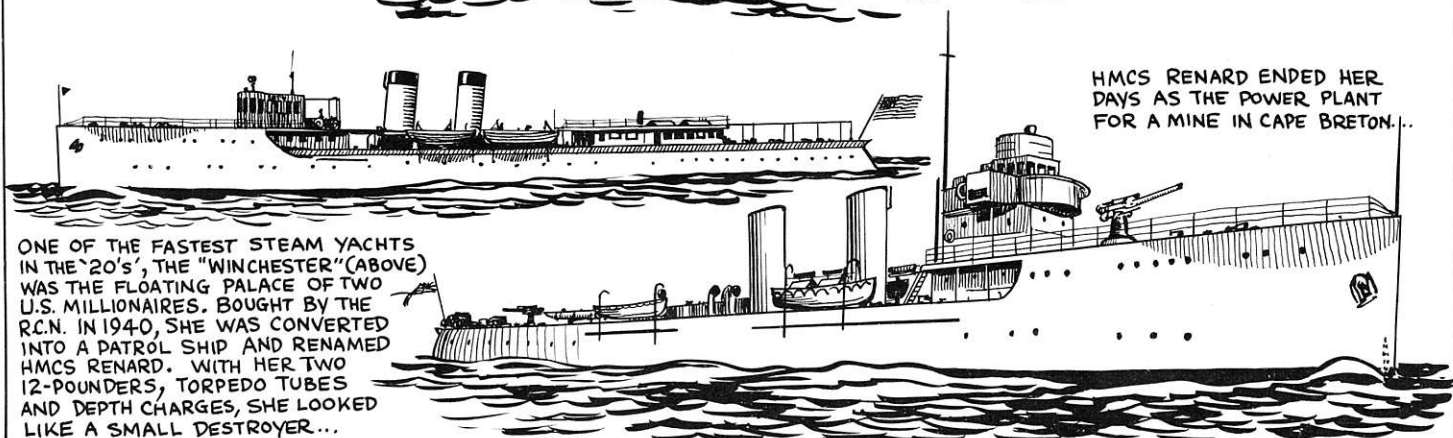


"REVERSING THE STORY", THE EX-R.C.N. FRIGATE "STORMONT", VETERAN OF ATLANTIC CONVOY DUTY, WAS CONVERTED INTO THE SLEEK LUXURY YACHT "CHRISTINA" BY THE GREEK SHIPPING MAGNATE ONASSIS, COMPLETE WITH SWIMMING POOL AND DANCE FLOOR...

THIS ODDLY SHAPED VESSEL WAS BUILT IN GLASGOW FOR THE CZAR OF RUSSIA IN 1880. A CHRONIC SUFFERER FROM SEA-SICKNESS, HE ORDERED A YACHT DESIGNED THAT WOULD NOT ROLL. NAMED "LIVADIA" SHE WAS 235 FT. O.A. AND 153 FT. BROAD! SHE DISPLACED 3900 TONS AND HER 3 FUNNELS WERE SIDE BY SIDE! HER FLAT BOTTOM POUNDED TERRIBLY IN A SEA AND SHE WAS RELEGATED TO THE BLACK SEA. SHE LATER BECAME A REPAIR SHIP IN THE RUSSIAN NAVY AND WAS SCRAPPED IN 1926...



THE HUGE YACHT "DELPHINE", BUILT FOR THE U.S. AUTOMOBILE MAGNATE H.E. DODGE IN 1920 WAS TRULY PALATIAL. ONE OF HER FEATURES WAS A \$60,000.00 PIPE ORGAN! COMMANDEERED IN 1942 BY THE U.S.N. AS A PATROL BOAT AND RENAMED USS. DAUNTLESS, SHE BECAME THE 'FLAGSHIP' OF ADMIRAL E.J. KING (CHIEF OF NAVAL OPERATIONS) AND MUCH OF THE PACIFIC NAVAL WAR WAS PLANNED ONBOARD...



ONE OF THE FASTEST STEAM YACHTS IN THE '20's, THE "WINCHESTER" (ABOVE) WAS THE FLOATING PALACE OF TWO U.S. MILLIONAIRES. BOUGHT BY THE R.C.N. IN 1940, SHE WAS CONVERTED INTO A PATROL SHIP AND RENAMED HMCS RENARD. WITH HER TWO 12-POUNDERS, TORPEDO TUBES AND DEPTH CHARGES, SHE LOOKED LIKE A SMALL DESTROYER...

HMCS RENARD ENDED HER DAYS AS THE POWER PLANT FOR A MINE IN CAPE BRETON...

*Roger Duhamel*

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