

The CROWSNEST





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<i>Naval Lore Corner No. 120</i>	Inside Back Cover

The Cover—In one afternoon Ord. Sea. Richard Olfert picked up more medals than he could win in a couple of wars by romping off with most of the first places in a new entry track and field meet at Cornwallis. Details of his prowess are given in the "Navy Plays" department. (DB-18159)

LADY OF THE MONTH

Fears that the drastic conversion program being undergone by the St. Laurent class destroyer escorts would destroy their sleek appearance have been allayed by the return to service of HMCS *Assiniboine*. Admittedly the twin funnels and box-like helicopter hangar will take a little getting used to—a small price to pay for the vastly increased anti-submarine capacity of the ship.

Commissioned last June 25, the *Assiniboine* has carried out post-commissioning trials in West Coast water before leaving for Halifax to join the Atlantic Command in late October. (E-73279)

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RCN NEWS REVIEW

On September 2, a total of 91 young Canadians arrived in HMCS Venture to begin training under the new RCN Short Service Officers Plan. Just 24 hours after their arrival this picture of Brodeur division, one of four to which the new officer cadets were allocated, was taken. (E-73609)

USN Submariner Flown to Hospital

An ailing submariner from USS *Tusk*, operating off Nova Scotia early in September, was taken by RCN helicopter to the Armed Forces Hospital at *Stadcona* for an emergency appendectomy.

The *Tusk* was 58 miles southeast of Halifax when the helicopter, an HO4S piloted by Lt. Don Neilly, made contact and took the patient on board. He was flown to *Shearwater* and taken by ambulance to the hospital.

Co-pilot was Lt. J. A. DeLisle and crewman was Ldg. Sea. James Dark.

A Pluto Tracker aircraft accompanied the helicopter on its flight. ("Pluto" is a tracker fitted with an inflatable life raft on the wing. Pluto always accompanies helicopter over-water mercy flights.)

Fitness Program Proving Worth

The Royal Canadian Navy late in 1962 announced the introduction of "a planned program of physical and recreational training designed to produce and maintain a high standard of physical fitness among its officers and men." A year later reports indicate the results have been good.

It was recognized that, where once the sailor got ample exercise in the performance of his daily duties, his job in today's technical navy was becoming increasingly dependent on mental ability and manual skills and less on physical prowess. Nevertheless, it was essential that officers and men be in good physical shape, both for the efficient performance of normal duties and to meet emergencies where strength and stamina were pre-eminent.

As a substitute for exercise once automatically obtained, the RCN prescribed for its personnel a program en-

compassing PT, group and individual exercises, instruction in sports fundamentals and organized sports and games. The emphasis was placed on voluntary participation, using naval facilities and equipment and under the guidance of skilled instructors, rather than on formal physical training.

Minimum standards were set and, to determine the level of fitness and ensure the effectiveness of the program, instructions were issued that all officers and men under 40 years of age were to be tested at least semi-annually.

The scheme went into effect last November 1. In the ensuing six months more than 14,500 naval personnel were tested. The results produced some interesting statistics and discoveries:

- Of those tested, 95.4 per cent obtained pass marks.
- At HMCS *Cornwallis*, the RCN's new entry training establishment, 498 recruits were tested in the second week after their arrival. The recruits came from all parts of Canada, their average age was 18½ and 75 per cent had grade nine education or higher. More than one-quarter of them—26.5 per cent—failed.
- After eight weeks of training at *Cornwallis* they were tested

Navy Golfer Sinks Tee Shot

Lt.-Cdr. Michael Thompson, a Canadian naval officer from the destroyer HMCS *Gatineau*, scored a hole-in-one at the Kitzburger Golf Club near Kiel, Germany, in early July.

Lt.-Cdr. Thompson put his five-iron tee shot in the cup at the 165-yard seventh hole. He was playing in a four-some that included Captain C. P. Nixon, Commander of the Fifth Canadian Escort Squadron.

Six ships of the squadron—the *Gatineau*, *Chaudiere*, *St. Croix*, *Terra Nova*, *Columbia* and *Kootenay*—were in Kiel for a five-day visit in the course of a training cruise to Europe.

again. This time none failed. Three quarters easily exceeded the standard and were marked "good" to "excellent".

- Using test results as a criterion, the over-all standard of fitness of naval personnel in the 30 to 39 age group is higher than that of those between 19 and 29.
- An unexpectedly large number of officers and men 40 and over voluntarily showed up for, and often led, PT programs.

All those who failed the tests have since either passed, as at *Cornwallis*, or are exercising "overtime" to bring themselves up to the required standard.

As the over-all physical condition of personnel improves, it is expected the test standards will be raised, to keep pace.

Another possibility is the establishment of minimum standards for the 40-45 age groups, to still the objections of the "over-40s" who took exception to being excluded from the program.

From reports received, it is evident that the Physical Achievement Test has been accepted in the Navy as a challenge, has stimulated interest in personal fitness and has encouraged participation in physical training programs and sports.

Associate Minister Visits East Coast

Hon. Lucien Cardin, Associate Minister of National Defence, visited armed forces establishments on the East Coast in early September.

On his arrival at HMCS *Shearwater* on September 3, the minister viewed a static display of naval aircraft and a model of helicopter "hold-down" equipment.

In the afternoon Mr. Cardin toured the air station and a proposed married-quarters site, before conferring with Rear-Admiral Jeffrey Brock, Flag Officer Atlantic Coast.

The following morning he toured HMCS *Stadacona*, home of the fleet school, the Joint Maritime Warfare School and HMC Dockyard. He also paid visits to the British submarine HMS *Auriga* and HMCS *St. Croix* and lunched on board the *Bonaventure*.

In the afternoon Mr. Cardin was given a briefing on the Canadian Maritime Command Atlantic, then visited Eastern Command Army Headquarters and was briefed by Maj-Gen. R. W. Moncel, General Officer Commanding Eastern Command.

The minister flew by Sea King anti-submarine helicopter on September 5 to HMCS *Cornwallis*.



The down-haul gear (nicknamed "bear trap") which will steady the descent of the Sea King helicopter to the flight deck of the converted St. Laurent class destroyer escorts, is explained to Hon. Lucien Cardin, Associate Minister of National Defence, by Lt.-Cdr. Joseph Sosnkowski. At the left is Rear-Admiral J. V. Brock, Flag Officer Atlantic Coast. (DNS-31693). In the upper picture, Admiral Brock and Captain G. C. Edwards, commanding officer of HMCS *Shearwater* (left), watch the take-off of a CHSS-2 carrying the associate minister and Commodore R. L. Hennessy, Commodore Personnel, Atlantic Coast, on a demonstration flight. (DNS-31706)

Before returning to Ottawa on September 6, Mr. Cardin visited RCAF Station Greenwood, home of the 404 and 405 Argus long-range anti-submarine squadrons.

Changes Made in Senior Posts

Appointments for three senior officers of the Royal Canadian Navy were made in August and September.

Commodore Frank B. Caldwell became Naval Member Canadian Joint

Staff (London), on August 5. He holds the additional appointment of Commanding Officer, HMCS *Niobe*, RCN establishment in Great Britain.

Commodore Caldwell had been Assistant Chief of the Naval Staff (Plans) at Naval Headquarters, Ottawa, since August, 1962.

He succeeded Commodore Angus G. Boulton, who took up the appointments on September 9 of Commanding Officer, HMCS *Naden*, Commodore RCN Barracks and officer-in-charge RCN Depot,

Esquimalt. Commodore Boulton had served in the London appointment since July 1960.

Commodore Morson A. Medland, Commodore Personnel, Atlantic, became Assistant Chief of Naval Staff (Plans) at Naval Headquarters on September 9.

Hydrofoil Given Type Designation

The type designator and hull number "FHE 400" has been allocated to the RCN prototype anti-submarine hydrofoil ship which will be built by The de Havilland Aircraft of Canada, Limited, of Downsview, Ont.

The letters "FHE" stand for "fast hydrofoil escort" and the class has been officially defined as "a ship equipped with hydrofoils, capable of very high speed offensive operations against submarines".

Collar-attached Shirts Approved

The introduction of drip-dry shirts with attached collars for wear by officers, men and wrens in Class 1 uniform has been approved by Naval Headquarters. But it may be a year before they are available.

The new style shirts will eventually replace shirts with detached collars in naval supply as stock sizes of the latter are depleted. They will be worn by officers, chief petty officers, and petty officers 1st class of the Royal Canadian Navy and Royal Canadian Naval Reserve, officers of the Royal Canadian Sea Cadet Corps and wren officers and wrens of the RCN and RCNR.

Because of the civilian trend to shirts with attached collars, the procurement of shirts with detached collars has

become increasingly difficult. Naval personnel also have a laundry problem with detached collars, especially while at sea.

Before selecting a suitable drip dry fabric of Canadian production, user trials were carried out by a group of officers at Naval Headquarters. Shirts made from different fabrics were tested and reported on for appearance, comfort and maintenance.

The material selected is a blend of 65 per cent terylene and 35 per cent cotton which has an excellent minimum care or drip dry properly. The terylene fibres give crease resistance, crease recovery, strength and wear resistance. The cotton fibres give appearance, comfort and moisture absorbency.

The new shirts are the normal RCN style but with attached fused collars and soft double cuffs. As in the past they will be issued gratuitously to officer cadets, men on promotion to Petty Officer 1st Class and to wrens on entry. The issuing of the new shirts will effect a small annual saving as the unit cost is slightly lower than the shirt with detached collar.

The introduction of the new shirt will be gradual until current stocks of the old type are depleted and for a number of years there will be two styles of shirt worn by naval personnel.



Elected a Serving Brother of the Venerable Order of the Hospital of St. John was CPO Evan I. Thomas, a medical instructor at Camp Borden. Formerly attached to the medical division of the HMCS Naden Fleet School, CPO Thomas has been with the RCN since September 1940. An investiture at which he will receive his medal from the St. John order, of which His Excellency the Governor General is Prior for Canada, is scheduled for November 1 in Ottawa. (E-65548-211)

COOKS QUALIFIED FOR MERCHANT SERVICE

THE WAY has been opened for Royal Canadian Navy cooks to go to sea in the merchant service after release from the RCN.

The Minister of Transport has consented to issue a Certificate of Qualification at ship's cook to RCN personnel who have qualified at least to the Trade Group Two level. It is likely that RCN trained cooks who apply will be much in demand.

The possession of the certificate will enable a Cook TG2 or above, on release from the RCN, to apply for a berth as ship's cook in any foreign-going or home-trade merchant ship registered in the British Commonwealth. This broadens the horizons of possible employment to the four corners of the world. This gives a man the opportunity, for example, of entering one of the world's famous shipping lines, or even as serving as chef in a luxurious yacht or cruise liner.

A man of the cook trade who wishes to take advantage of this opportunity should apply through his commanding

officer to Naval Headquarters. Naval Headquarters will check his service certificate and his trade history sheet, and then, if warranted, will apply to the Department of Transport for the certificate.

In order to encourage only those who are actually contemplating a merchant service career after release from the RCN, Naval Headquarters has restricted those eligible to apply to those Cooks Trade Group Two or above who have signified their intention of not re-engaging or to those who are within five years of proceeding to pension.

Authority for applying for this Certificate is contained in NGO 5.00/2 and applications have already started to arrive in Naval Headquarters. So far, all applicants have been in the RCN for a considerable period and are close to retiring on pension. It is interesting to note that although these men have going to sea off and on for up to 20 years, they are still responsive to its lure.



One of the happier duties performed by Lt.-Cdr. Aubrey Karagianis before his retirement from the service was his part in attesting his 16-year-old son Gerald Leonard into the RCN, in August. The ceremony took place in HMCS Malahat, Victoria naval division. At centre is CPO Edwin Moodie, in charge of RCN recruiting offices in Victoria. (E-73173)

An Ensign for 'Derry

A WHITE ENSIGN worn by the last Canadian warship, the frigate *Lauzon*, to sail from Londonderry, Northern Ireland, following the end of hostilities in Europe in 1945 was presented to St. Columb's Cathedral there on July 21.

Also presented to the Very Rev. L. R. Lawrenson, Dean of Londonderry, to be placed in the cathedral along with the ensign, was a plaque with the following inscription:

"Ensign worn by HMCS *Lauzon*, last Canadian ship to sail from Londonderry, 1945. Presented by the Naval Officers' Associations of Canada on behalf of RCN officers and men who visited this city during World War II and in memory of those who gave their lives in the Battle of the Atlantic."

The ensign was paraded to the cathedral by a colour party from ships of the Fifth Canadian Escort Squadron, at that time participating in exercises

based on Londonderry. Cdr. T. R. Durlley, RCNR (Ret), a past president of the NOAC and president of the Quebec division of the Navy League of Canada, received the ensign from the colour party and turned it over to Rear-Admiral Walter Hose, RCN (Ret), one-time Chief of the Naval Staff, who is honorary president of the NOAC. He, in turn, presented it to the Dean of Londonderry.

During the service of dedication, Rev. Canon Harry Ploughman, RCN, Chaplain of the Fleet (P), preached the sermon. Captain C. P. Nixon, Commander Fifth Canadian Escort Squadron, read the first lesson and the squadron Chaplain (P), Rev. Theodore Fenske, the second. Squadron personnel in attendance included many of the cadet midshipmen from Royal Military College and Canadian universities borne in the squadron's destroyer escorts, the *Chaudiere*, *Kootenay*, *Gatineau*, *Terra Nova*, *St. Croix* and *Columbia*. Also among the 200 naval personnel attending the service were many officers and men who had seen service in the Battle of the Atlantic and who had sailed to and from 'Derry on mid-ocean convoy duty.

Six platoons of officers and men, one platoon from each ship, marched the ensign to the cathedral, with Lt.-Cdr. J. H. Wilkes as parade commander. The colour party was composed of Petty Officers Jack Douglas, Don Mitchell, and Norman Taphouse, and CPO John Orr.

Following the ceremony, Captain Nixon was host at a luncheon on board the *Chaudiere* at which the guests included Rear-Admiral Hose, Sir Basil A. F. McFarland, chairman of the Londonderry Harbour Commissioners, Dean Lawrenson and prominent civic and religious dignitaries.

The presentation was the first of its kind for the Royal Canadian Navy outside of Canada and resulted from an exchange of ideas between the Naval Officers' Associations of Canada and the RCN.

The Londonderry cathedral contains similar tokens of wartime associations with the Royal Navy and the United States Navy.

The ship from which the White Ensign came, the *Lauzon*, was a frigate of the Ninth Canadian Escort Squadron. She was paid off for disposal last May



The colour party bearing the *Lauzon's* White Ensign up the path to St. Columb's Cathedral, Londonderry. (CCC5-657)

24 in Halifax. During the Second World War she was part of the Mid-Ocean Escort Force, assigned to Escort Group C-6.

On June 8, 1945, it has been recorded by the Naval Historian, C-6 arrived in Londonderry with its last convoy. The war in Europe had been over for a month and the convoy system, which had been kept in being for a time in case U-boats, at sea when the fighting ended, refused to surrender, was discontinued during the course of this last passage to the United Kingdom.

Their services no longer required in the North Atlantic, the ships of C-6 left Londonderry on June 13. Records show that the *Lauzon* was the last of the ships to sail.

As the warships proceeded down the River Foyle, the townspeople lined the wharves and banks to give a rousing and heart-warming send-off to this, the last Canadian Escort Group to leave their shores. The ships in harbour had their flags flying and their whistles blowing to cheer C-6 on its way, and aircraft from the Fleet Air Arm and from Coastal Command flew overhead and dipped in salute.

The frigate spent a busy summer in the ferry service instituted between St. John's, Newfoundland, and Quebec City, to return servicemen to their homes without taxing Nova Scotia's port and rail facilities. Paid off in November 1945, she was sold for scrap but was recovered in 1951 and rebuilt as a modernized "Prestonian" class frigate. In this guise, the *Lauzon* gave nine and a half more years of service to the Royal Canadian Navy.

This year's ceremony in Londonderry came toward the end of an eight-week training cruise which took ships of the Ninth Canadian Escort Squadron to Plymouth, England; Kiel, Germany; Copenhagen, Denmark, and Londonderry. The cruise concluded with exercises in conjunction with the British Joint Anti-Submarine School, the Canadian ships returning to Halifax in early August.



The White Ensign worn by HMCS *Lauzon*, the last Canadian warship to sail from Londonderry in 1945 was presented to Londonderry Cathedral by Rear-Admiral Walter Hose, RCN(Ret), a former Chief of the Naval Staff and Honorary President of the Naval Officers Associations of Canada, who is shown presenting the ensign to the Very Reverend L. R. Lawrenson, Dean of Londonderry. At the left are Cdr. T. R. Durley, RCNR (Ret), president of the Navy League of Canada's Quebec Division, and Lt.-Cdr. P. A. Scott, of HMCS *Columbia*. PO Don Mitchell, a member of the colour party, kneels in the foreground. The dean dedicated the ensign and Rev. Canon Harry Ploughman, RCN Protestant Chaplain of the Fleet, (standing beside the dean) preached the sermon. (CCC5-649)



OFFICERS AND MEN

UNTD Training Conference Topic

The 11th conference of commanding officers of University Naval Training Divisions from across Canada was held at the headquarters of the Commanding Officer Naval Divisions at Hamilton on August 19 and 20.

University Naval Training Divisions from every university in Canada, from Vancouver Island to Newfoundland, were represented and discussions covered all aspects of naval training for UNTD recruits.

The aim of the UNTD is to provide the Royal Canadian Naval Reserve with an adequate supply of trained officers with university education. Suitably qualified young men are selected and enrolled as cadets on entry to university, and receive training during the summer months which will qualify them for a commission in the RCNR.

Commanding Officer Of Scotian Dies

Captain George A. Brown, 46, commanding officer of HMCS *Scotian*, Halifax naval division, died at Camp

Weddings

Able Seaman L. R. Anderson, *Mackenzie*, to Marie Cecile Sanche, of Pinewood, Ont.
Sub-Lieutenant W. G. Buckeridge, *Columbia*, to Stephanie Netherton Jones, of Kingston.

Petty Officer David Campbell, *Mackenzie*, to Maureen Janet Jefferies, of Victoria.

Lieutenant Edward Austin Day, *Scotian*, to Elizabeth Ann McKean.

Sub-Lieutenant Raymond Colin Gamlin, VS 880, to Hillary Elizabeth Dampier, of Vancouver.

Able Seaman W. David Giles, *Fraser*, to Marilyn Maxwell, of North Cowichan, B.C.

Sub-Lieutenant Robert G. Hawkins, *Mackenzie*, to Daphne Arlene Martin, of Islington, Ont.

Ordinary Seaman Ross N. Holsworth, *Fraser*, to Kathleen Hensen, of Alix, Alberta.

Ordinary Seaman Bruce Hyatt, *Mackenzie*, to Fye Beatrice Wallin, of Calgary.

Leading Seaman A. L. Mack, *Mackenzie*, to Carol Elaine Manns, of Firdale, Man.

Ordinary Seaman John Russell, *Mackenzie*, to Lillian Ruby Howard, of Calgary.

Ordinary Seaman Ronald C. Smith, *Fraser*, to Donna Wilson, of Victoria.

Sub-Lieutenant J. Donald Sutherland, *Mackenzie*, to Ann Maureen Ryan, of Ottawa, Ont.

Ordinary Seaman David C. Tyson, *Mackenzie*, to Dorothy Helen Weselak, of Winnipeg.



Allan Simper is congratulated on joining the RCN as a technical apprentice by Lt.-Cdr. A. A. Butchart, as CPO Owen Simper, Allan's father, looks on. The ceremony took place at HMCS *Scotian*, Halifax naval division. (HS-72717)

Hill Hospital Sunday, August 25. His ashes were committed to the deep from HMCS *Cayuga*, following funeral services in all Saints Church, Bedford.

Captain Brown was born in Westmount, Que., and was educated in Montreal schools and at the University of Montreal.

He entered the former RCNVR in October 1935 and took his early reserve training and qualifying courses at Halifax and at sea, gaining promotion to the rank of lieutenant in 1938.

His acceptance for the air branch of the Royal Navy was interrupted by the outbreak of the Second World War and he remained in the RCNVR and was appointed to Naval Headquarters, Ottawa, as signals officer and flag lieutenant to the late Admiral P. W. Nelles, then Chief of the Naval Staff.

In 1940 he took torpedo specialist courses and then served in the destroyers *Restigouche* and *St. Laurent* in United Kingdom waters and in the North Atlantic. He also served in HMS *Rodney* (battle cruiser) until invalided back to Canada in 1941.

For the rest of the war he served in appointments ashore which included executive officer of HMCS *King's*, war-time officers' training school at Halifax, commanding officer of HMCS *Brunswick*, naval division at Saint John, N.B., sea training officer at *Cornwallis*, and staff officer (administration and

training) at HMCS *Hunter*, naval division at Windsor, Ontario.

Demobilized in 1947, Captain Brown went on the active list of the RCN(R) in 1948 and became executive officer of *Brunswick*. He was promoted to commander in 1949 and awarded the Volunteer Reserve Decoration the same year.

He took up residence in Halifax in 1953 and transferred to *Scotian*, as training officer. He was appointed commanding officer in 1958 and promoted to captain in 1959.

Captain Brown was a manufacturer's agent. He was vice-president (Reserves) on the national executive of the Naval Officers' Associations of Canada and president of the Halifax branch of the Navy League of Canada. He served on the board of directors of the United Services Institute.

Captain Brown leaves his wife, the former Ellen Brock, of Rothesay, N.B., three sons, Derek, 18, Brock, 15, and Mark, three, and one daughter Anne, 11.

Births

To Sub-Lieutenant Merlyn R. Bacon, *Mackenzie*, and Mrs. Bacon, a daughter.

To Able Seaman G. G. Buck, *Mackenzie*, and Mrs. Buck, a son.

To Lieutenant Norman Davy, *Mackenzie*, and Mrs. Davy, a daughter.

To Lieutenant-Commander Howard C. Wallace, *Bytown*, and Mrs. Wallace, a son.

To Able Seaman D. E. Wesner, *Mackenzie*, and Mrs. Wesner, a son.

NEW SHAPE - - NEW CAPABILITIES



A helicopter's eye view of the Assiniboine taken during trials in West Coast waters. Note the ship's pennant number on the gun shield. (E-73651)

ASSINIBOINE

First of Her Kind

AMAZEMENT and curiosity were dominant in the voice of the person calling the Esquimalt dockyard.

"There's an unusual looking ship... like a little aircraft carrier or something," he exclaimed, "...just off the waterfront... and there's a helicopter hovering over the stern."

Residents of Greater Victoria are used to seeing many interesting and unusual ships. But this was something new and different.

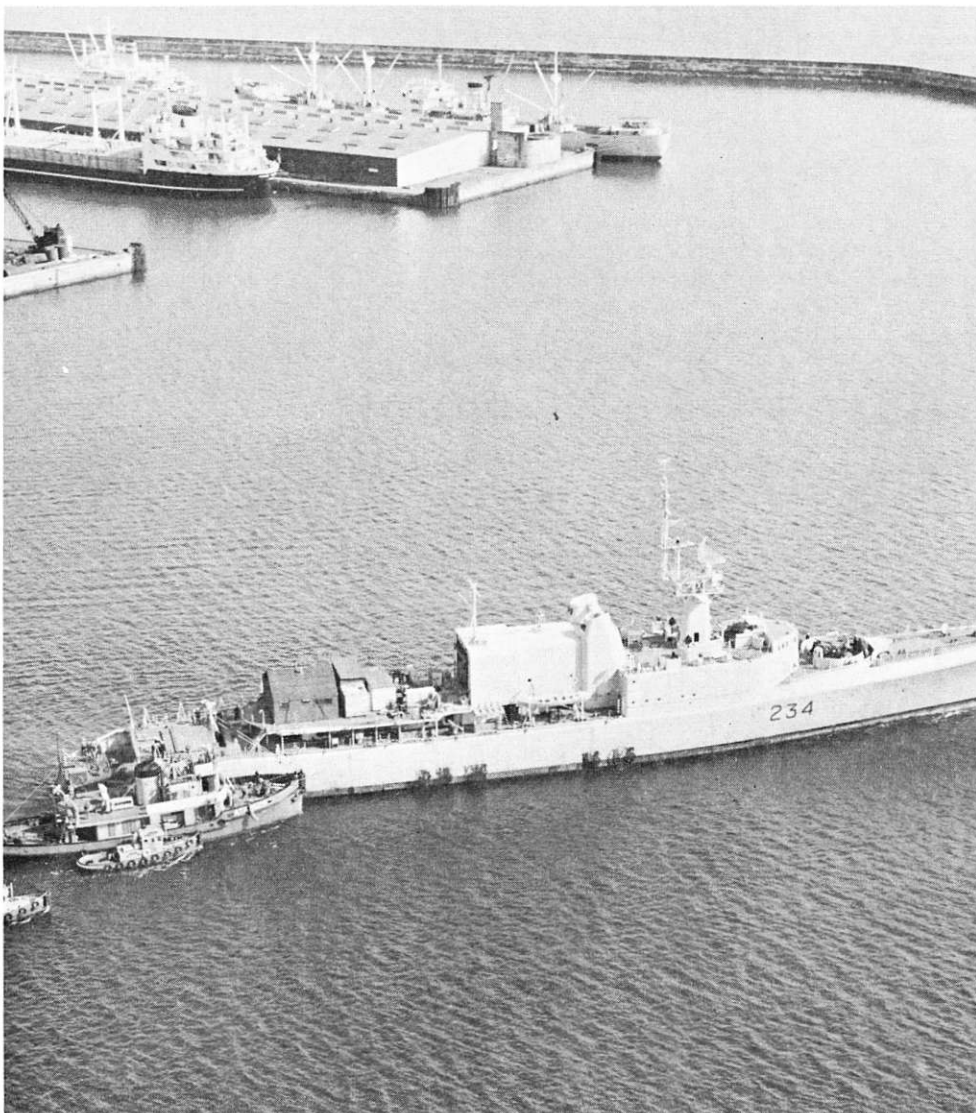
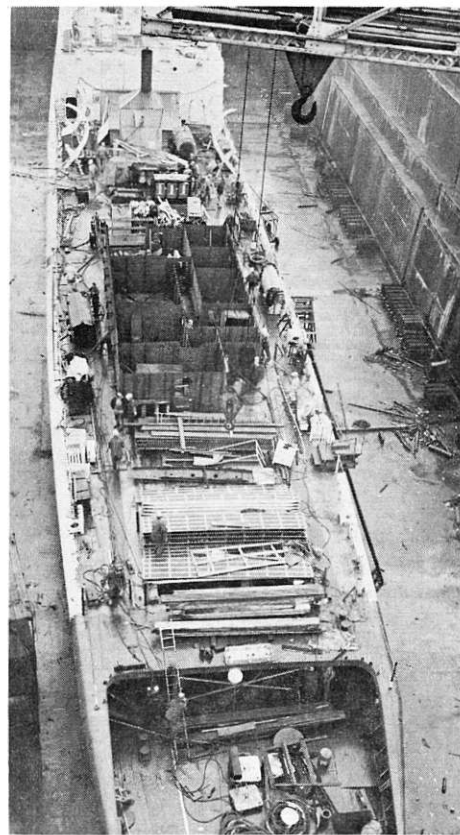
Off the city's shores and into the Strait of Juan de Fuca almost every

day as August ended, HMCS *Assiniboine* was going through a series of post-commissioning exercises.

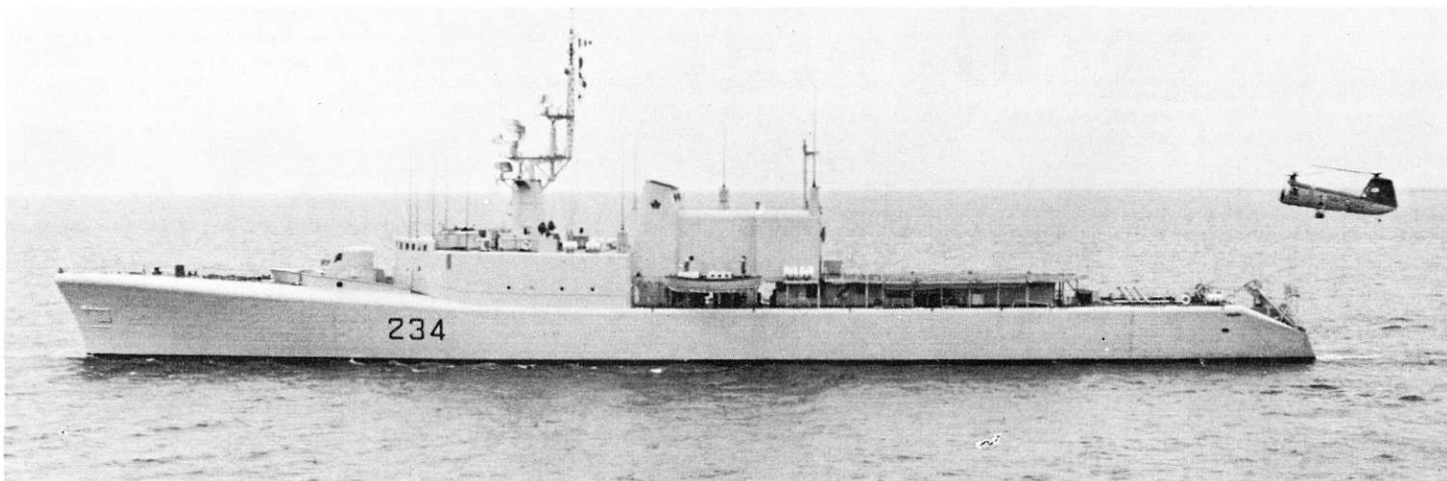
The radically altered warship is the first of the St. Laurent class destroyer escorts to complete a major conversion to what is, in effect, a new class of ship.

At her stern has been added the massive and revolutionary submarine detection equipment known as Variable Depth Sonar. Its complicated electronic equipment can be lowered deep into the sea to pick up tell-tale traces of an underwater enemy.

Just how drastic the conversion was is indicated in this picture taken in December 1962 which shows her upper deck stripped and her interior partially gutted. (E-69891)



By April 30 of this year, the *Assiniboine's* conversion was well advanced and she was towed from the yards of the Victoria Machinery Depot Company Limited to HMC Dockyard, Esquimalt, for completion. (E-71937)



HMCS Assiniboine, first of the St. Laurent class destroyer escorts to undergo drastic conversion to what is essentially a new type of warship, has her new flight platform tried out by a Vertol helicopter. (E-73280)

And her superstructure has undergone a tremendous facelifting. Amidship there is a large helicopter hangar, and abaft of that a flight deck. Twin funnels are another major change in the ship's appearance.

Conversion of HMCS Assiniboine was no little task. Over a period of 14 months the shipbuilders and experts of Victoria Machinery Depot Co., Ltd., and the RCN, worked long and hard to convert the warship into her present image. It meant practically stripping everything in the ship above the upper deck from amidship to her stern and starting all over again.

The big conversion job incorporated a number of additional changes and improvements. The ship now has a larger and better equipped recreation space located forward; and there is increased space in all mess decks. Other compartments have been modified and improved.

There are seven St. Laurent class destroyer escorts with the Pacific Command. The same major conversion now completed in the Assiniboine has also been finished in the St. Laurent, and initial work has started in the Saguenay, Ottawa. To follow are HMCS Ships Margaree, Skeena and Fraser.

HMCS Assiniboine was the first, the lead ship. She has been assigned to the Atlantic Command where she will be equipped with the RCN's new anti-submarine helicopter, the CHSS-2 Sea King.



This is a 'copter-eye-view of the converted Assiniboine in which such new features as the variable depth sonar winch, triple-barrelled anti-submarine mortar (there used to be two sets of mortars) and the athwartship twin funnels can be seen. The slot in the flight deck is to accommodate the "Bear Trap" or down-haul winch, which will steady helicopters landing on a pitching deck. (E-73287)



THE LAST DAYS OF SAIL

Part Five

THERE IS a story in the navy that the sailor King William IV when inspecting the fleet, noticed a man with a button missing and asked why. The rating insisted that the men had no time to repair their clothes, whereupon King William is said to have ordered that one afternoon a week, preferably Thursdays, should be given over to repairing clothes.

I imagine that if in real life a man in those days had spoken at a royal inspection in such a way, he would have ended up on the yard arm but the fact remains that in my day Thursday afternoon was the official time to "make and mend clothes". Many sailors had their own sewing machines and up on deck they would come. Others would spend their time embroidering handkerchiefs, carving ship models, putting models into bottles, mending boots or cutting each other's hair. It is not for nothing that it has been said that Jack Tar was a handy man.

We also had our amusing moments. Once when I was sentry of the lifebuoy at the stern of the ship I saw what I thought to be a sea serpent. There could be no doubt about it for it was a warm sunny afternoon. I was about to report to the officer of the watch when I noticed that he too was looking intently into the water. The "sea serpent" turned out to be nothing more than a school of dolphins disporting themselves in single file. When one submerged, another immediately took his place. At least it was more real than the Loch Ness monster, for although it was not a sea serpent it was plainly there for anyone to see. And once during the middle watch the ship hit a sleeping whale. There was a big lurch and we thought we had struck an unchartered shoal. As the ship rode over the huge mammal, it let out an enormous yell. The *Egeria* was undamaged. What happened to the whale I do not know.

The *Egeria* was the only ship in port when Queen Victoria died on January 22, 1901, the fleet having sailed south on the annual post-Christmas cruise. We were housed-in as usual and serving as guardship at Esquimalt. Even at that long distance from home, everyone felt a sense of personal bereavement. The Queen had reigned for so long and done so much good in the 64 years she was

on the throne that it was impossible to realize that she was dead. I confess I was near to weeping when I heard the news. I had only seen her once, and then only her back, when as a boy of 15 my mother took me to see the Diamond Jubilee Procession at St. Paul's Cathedral. She was then a frail, lonely old woman but still stalwart enough to rouse the nation in the blackest days of the subsequent South African war which, incidentally, was still going on.

By
Arthur Walpole

I AM STILL old fashioned enough to regret the good things of the Victorian age, when children held their parents in respect, when men were proud to do a full day's work, when we were not at the mercy of shop stewards and when a pound was worth 20 shillings. True, there have been many improvements since then, better housing, better schools, better wages. But general emancipation has brought perhaps worse evils in its trail such as youthful hooligans, the menace of the teddy boy and the beatnik and juvenile delinquency on a scale never known in history. But that is as may be.

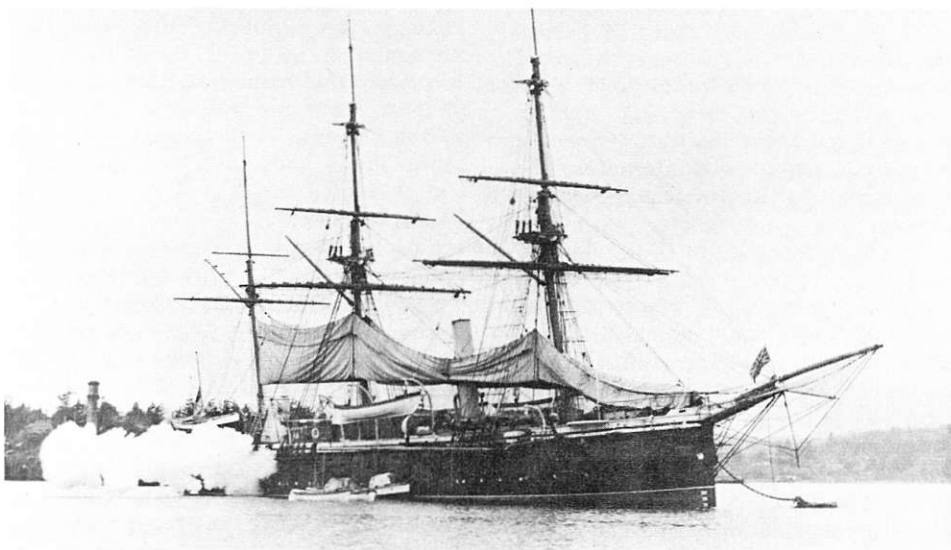
When the old Queen died our gunner was in his element. The *Egeria* being

the only ship in harbour, we had to fire an 81 minute-gun salute, one for each year of the late Queen's life. The two 20-pounder guns were mounted on wooden carriages, trained right and left by means of handspikes and loaded by unlocking the breach and lifting the vent block out from the top to permit the charge to be rammed home. The vent block was then replaced and a quill friction tube fitted into the vent hole, the gun being fired by lanyard.

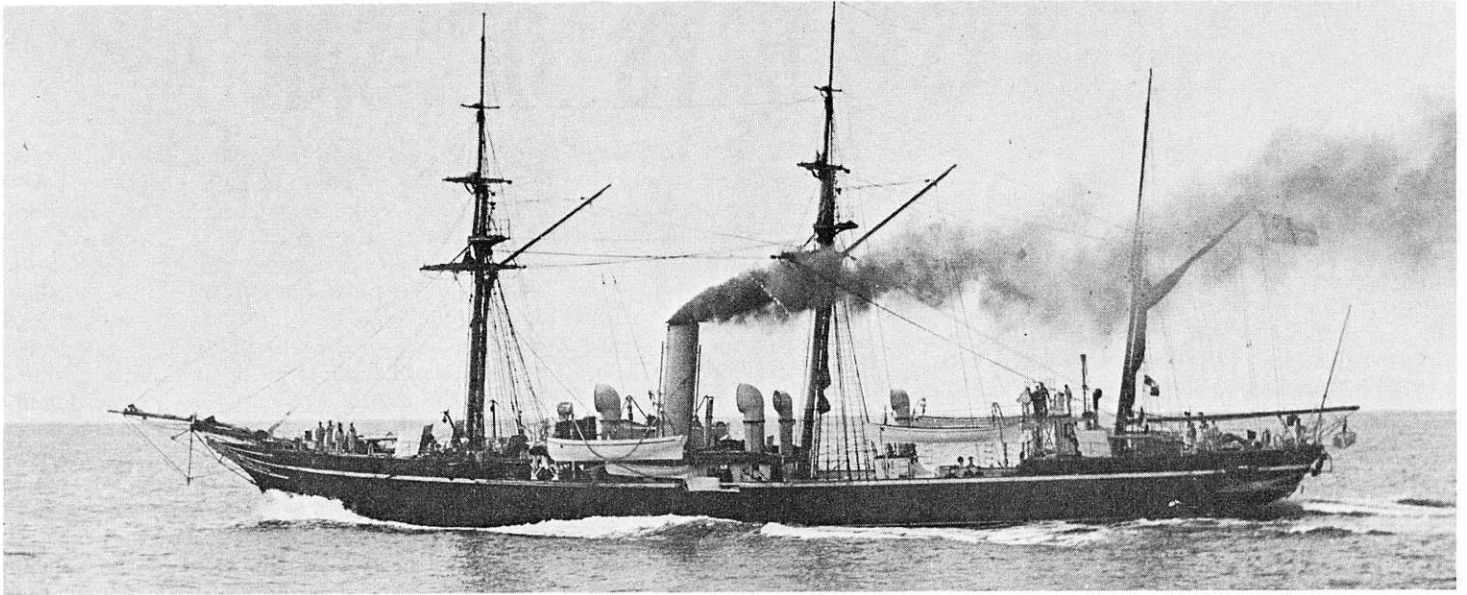
I was told off to hold a shovel over the vent block to prevent sparks from setting the awning on fire but the force of the blast blew the head of the shovel right through the canvas. It upset the routine a bit but the next round went off at the right moment, the awning being triced up out of the way.

I became an ordinary seaman on my 18th birthday and my pay became 1/3d a day. I felt like a millionaire. The Admiralty was not very generous in its remunerations in those days. The pay of an able seaman was 1/8d. You got an extra penny a day after three years service if you qualified for a good conduct badge. You could get another one after eight years and a third after 13, but only if you elected to serve for another 10 years to qualify for a pension.

ALTHOUGH our primary purpose in the *Egeria* was surveying, we also had to carry out the evolutions of a regular man-of-war. From time to



This picture, showing HMS *Egeria* firing minute guns on the day of the funeral of Her Majesty Queen Victoria, appeared in the November 1961 issue of *The Crownsnest*. In the accompanying account of his experiences on board the ship, Mr. Walpole tells how the awnings came to be in the disordered state shown. (E-40018)



One of the mysteries of Canada's West Coast was the disappearance in December 1901 of HMS Condor, which sailed from Esquimalt for Honolulu and never arrived. Her fate has been linked with that of the U.S. collier Manhattan, also lost with all hands around the same time. It is thought the two ships were sunk by collision off Cape Flattery. (E-40014)

time there was the order, "Clear ship for action", later changed to "General Quarters". Then all hands went to action stations at the double. The two 20-pounders were cast loose and run out by means of tackles, with the gun trainer ready with his handspike at the side of the carriage and the captain of the gun on his haunches looking over the tangent sights. The two machine guns on the poop were manned and the marines drawn up ready to fire at the helmsman of an approaching enemy ship. And there were others with fire arms at the fore and main tops.

Decks were wetted and sanded, fire hoses rigged and pumps manned. Cutlasses were issued for boarding parties and pikes held in readiness to repel boarders. The pikes I remember were hefty affairs eight feet long and, as they were carried at the trail, it was the deuce of a job to avoid prodding the men in front in the buttocks.

Whips were rove at the yard arm to hoist buckets of water to the fighting tops to put out any small fires which might damage the sails. The wheel was double manned and the boom deck cleared of all spare gear. Everything that could float was lashed so that it could easily be thrown overboard and retrieved when the action was over.

The daymen formed a stretcher party under the surgeon's orders to carry wounded to the orlop deck. The galley fire was doused to obviate danger. Even if the exercise was carried out light-heartedly it was the same as if we were actually going into battle.

One thing every man on board could do and that was shoot with a rifle. We had intensive annual practice on the range at Esquimalt. It lasted for three days and we shot at stationary and moving targets. There was also snap shooting with targets appearing all over the place. And there were prizes for the best marksmen based on points of the scores made.

WHILE I was stationed at Esquimalt there was a tragedy in the Pacific fleet—the loss of the *Condor*. Like the *Shearwater* and *Icarus* of the same class, she was commissioned at Chatham on November 1, 1900, and, after fulfilling other duties, came to Esquimalt by way of Cape Horn. It was then the custom of the navy for men of the same rating to exchange to another ship if they wanted to and could find a substitute, and unhappily one or two of our men went from the *Egeria* to *Condor*.

As I have said, the *Condor* was one of our three sloops and on December 2, 1901, she sailed for Honolulu on a courtesy visit. She ought to have arrived on the 15th. But no more was heard of her and when she was reported overdue, the *Egeria* was sent in search. We were forced by bad weather to put into a place called Clayoquot and were out of touch with the outside world for some days, being in turn reported overdue.

My father was editor of *Hansard* at the time and he persuaded a member to ask a question in the House about

the tragedy. It was reported in *The Times* on February 11, 1902 as follows:

Mr. MacNeill (Donegal S.) asked the Civil Lord of the Admiralty whether the Admiralty had received any news in confirmation, or otherwise, of the disaster which was reported to have happened to the *Egeria* which went in search of the *Condor*?

Mr. Pretymann (Suffolk, Woodbridge). No, sir, the Admiralty have no reason to suppose in any way that anything has happened to the *Egeria*. The *Egeria* is not expected to be heard of for two or three weeks.

Two days later *The Times* reported:

"The Admiralty yesterday received the following telegram from Commander C. H. Simpson, of the *Egeria*, surveying vessel: Boat found at Ahousett is *Condor's* dinghy. Following is list of government stores found at Long Bay—a detailed list was given—'all from the upper deck'."

A further report stated:—

"Lloyd's agent at Vancouver, B.C. telegraphed yesterday as follows: The *Egeria*, returned, was aground at Clayoquot, but was afterwards got off undamaged and proceeded. Reports having picked up a piece of spar recognized as belonging to British gunboat *Condor*. Has boat previously reported on board."

The *Phaeton* which was also engaged in the search followed the course the *Condor* should have taken down the coast as far as San Francisco but found nothing.

On March 17, the Admiralty abandoned all hope and the next day *The Times* stated, "The announcement that the Admiralty have at length relinquished all hope of hearing any further news of the missing sloop *Condor* will be received with universal sorrow. The *Condor*, it will be remembered, left Esquimalt on December, 2, 1901, for Honolulu where she was due on the 15th of the month. From the date of her departure from Vancouver Island nothing has been heard of her and very little wreckage has been discovered. The most probable hypothesis appears to be that she came into collision with another vessel soon after leaving port and that both ships foundered".

In point of fact an American collier, the *Manhattan*, then in the vicinity, was reported missing at the same time as the *Condor*. The loss of the sloop remains a mystery of the sea, for no survivors were ever found.

OUR PART of the surveying mission came to an end after three years and we left the ship to a relief crew to carry on where we left off. The ship's company came back home by the same route across Canada as we had used when we first went out and by a strange coincidence we crossed the Atlantic in the same liner, the *Tunisian*. At Devonport we were lodged in the depot ship *Duke of Wellington*, for there were no naval barracks at that time.

Discipline in the depot ship was very slack. This was not surprising seeing that hundreds of men passed through her every week and only remained a few days on board. One able

seaman came aboard so drunk that he climbed down the bowsprit and painted the nose of the Iron Duke on the figurehead with red lead. He was arrested and brought before the captain the following morning. His punishment was to climb down to the figure head and remove the red lead. He refused. I am not surprised. The bowsprit projected well over the jetty and there was a deep drop to the stone pier below. Without the aid of a boatswain's chair, he would have risked his neck. He got 90 days instead.

At the appointed day we received our back pay and a railway warrant and were given six weeks' leave, a fortnight for each year of service on a foreign station. While at Esquimalt most of us had contributed to a fund to have a beano when we finally returned to London. The rendezvous was the Angel at Islington where three horse-drawn coaches were waiting. Quite a number of the crew turned up with their lady friends and went on a tour of the town. Some got into trouble in the course of the evening but the following day, when the magistrates heard who they were, they were more amused than anything and the fines were purely nominal.

THE *EGERIA* continued in service until 1911. I have been able to trace her subsequent history thanks to the courtesy and assistance of the Royal Canadian Navy.

She is said to have been the last three-masted fully rigged auxiliary ship in the Royal Navy, in which she was officially classed as a sloop. She spent several more years surveying the coast of British Columbia, includ-

ing Vancouver harbour, and, when the Canadian government took over Esquimalt naval base from the Admiralty in 1905, she was left behind as obsolete. In 1911 came strong pressure to have the Admiralty hand her over as a gift to the Boys' Naval Brigade at Vancouver. This was not done and she was put up to auction. After all the useful stores and fittings had been taken away, she was towed to Vancouver on December 17, 1911, to be sold.

The late Captain Eddie, examiner of masters and mates, had the idea of turning her into a training ship for the Navy League. A patriotic junk merchant was forthcoming with the funds to provide the money to cover the mortgage. She was taken over by a number of Vancouver yachtsmen under the command of Captain Eddie and moved to Deadman's Island. Some 20 local lads signed on for training and were quartered in the ship. Afterwards she was recovered from the junk merchant for \$6,000 for the Boys' Naval Brigade. She was completely refitted and made seaworthy so that she was able to make occasional cruises. When war broke out in 1914, there was no money available to keep her in repair and she was finally disposed of for scrap. She was beached on the north shore of Burrard Inlet, drenched with oil, explosives were placed on board and she was set on fire. Unfortunately three men were killed in the subsequent explosion. What remained of the metal of the old *Egeria* was picked up for salvage.

Eheu fugaces! All good things must come to an end. Looking back over a very long life, I can say that aboard the *Egeria* I spent the three happiest years of my service with the Royal Navy.

This is the last of five instalments selected from the autobiography of Mr. Arthur Walpole

A Note on 'The Laws of the Navy', Pages 14 and 15

"The Laws of the Navy", with accompanying drawings as reproduced on the centre pages of this issue, appeared once previously in *The Crowsnest*—in the November 1949 issue. Poem and drawings were copied from an illustrated booklet, entitled *Cornwallis*, published in the closing months of the Second World War. The cartoons are believed to have been drawn by Lt. (SB) Noel Langley, a talented RCNVR officer then stationed at HMCS *Cornwallis*.

The poem has an even earlier origin. It was written by Rear-Admiral Ronald A. Hopwood, CB, of the Royal Navy, and appeared for the first time in the *Army and Navy Gazette*, of July 23, 1896, and, to carry the story back a step further, the verse was

written in imitation of Rudyard Kipling's "Laws of the Jungle".

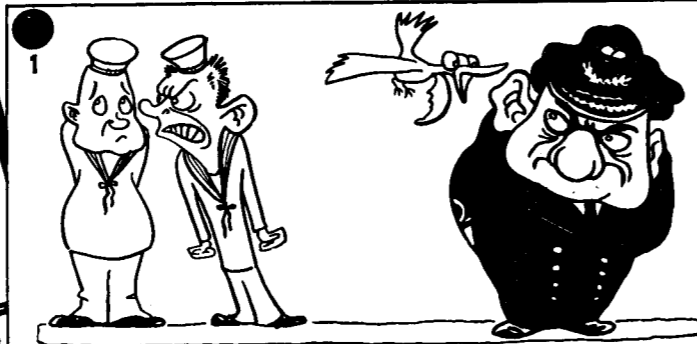
Another of Admiral Hopwood's poems that has become a part of naval tradition is "Our Fathers", first published on October 15, 1913.

"It is the jolly, breezy, ringing quality of his lyrics which has made Rear-Admiral Ronald A. Hopwood the chosen Laureate of the Fleet," said a London *Daily Telegraph* reviewer. "You will find his books of verse in the officers' cabins wherever His Majesty's ships are plying; you will find them in the bunks down below; and many copies are sent home to the girls they left behind them, as the right good seaman's ideal of a right good seaman's song."

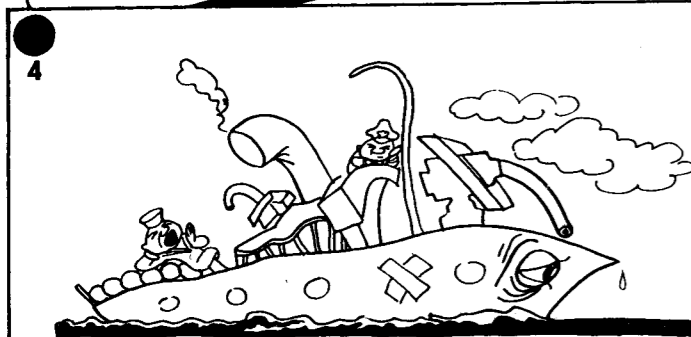
THE LAWS OF THE NAVY

- - - by Rear-Admiral R. A. Hopwood

Now these are the Laws of the Navy, unwritten and varied they be,
And he that is wise will observe them, going down in his ship to the sea;
As naught may outrun the destroyer, even so with the Law and its grip
For the strength of the ship is the Service, and the strength of the Service, the ship.



Take heed what ye say of your rulers, be your words softly spoken or plain,
Lest a bird of the air tell the matter, and so, ye shall hear it again.



When the ship that is tired returneth with the signs of the sea showing plain,
Men place her in dock for a season, and her speed she reneweth again;



So shalt thou, lest perchance thou grow weary, in the uttermost parts of the sea,
Pray for leave, for the good of the Service, as much and as oft as may be.



If ye win through an African jungle, unmentioned at home in the press,
Heed it not; no man seeth the piston, but it driveth the ship none the less.



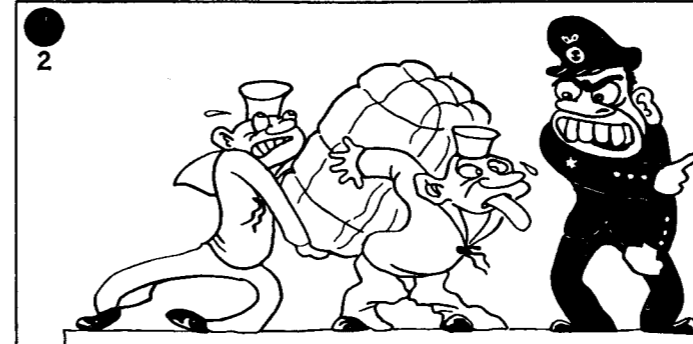
Do they growl? It is well, be thou silent so that work goeth forward amain;
Lo! the gun throws her shot to a hairsbreadth, and shouteth, yet none shall complain.
Do they growl? And the work be retarded? It is ill, speak whatever their rank
The half loaded gun also shouteth, but can she pierce armour with blank?



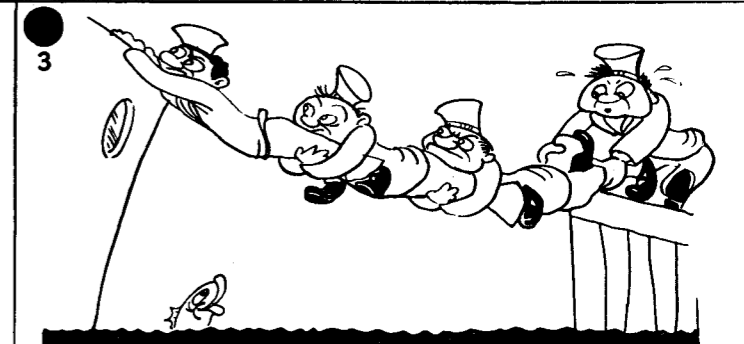
Dost think in a moment of anger 'tis well with thy seniors to fight?
They prosper, who burn in the morning, the letter they write overnight;
For some there be shelved and forgotten with nothing to thank for their fate
But that, on a half sheet of foolscap, a Fool "had the honour to state."



If the fairway be crowded with shipping, beating homeward the harbour to win
It is meet that, lest they should suffer, the steamers pass cautiously in;
So, when thou nearest promotion, and the peak that is gilded is nigh,
Give heed to thy words and thine actions, lest others be wearied thereby;
It is ill for the winners to worry, take thy fate as it comes with a smile,
And when thou art safe in harbour, they will envy but may not revile.



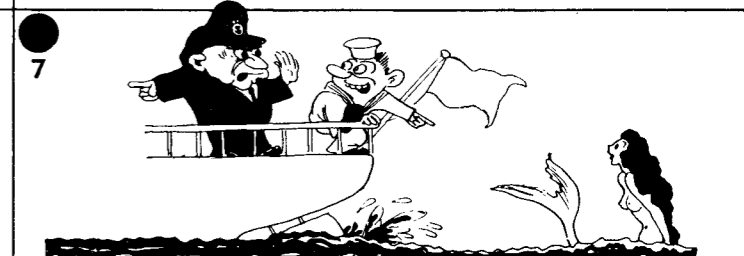
If ye labour from morn until even' and meet with reproof for your toil,
It is well; that the gun may be humbled, the compressor must check the recoil.



On the strength of one link in the cable dependeth the might of the chain;
Who knoweth when thou may'st be tested? So live that thou bearest the strain.



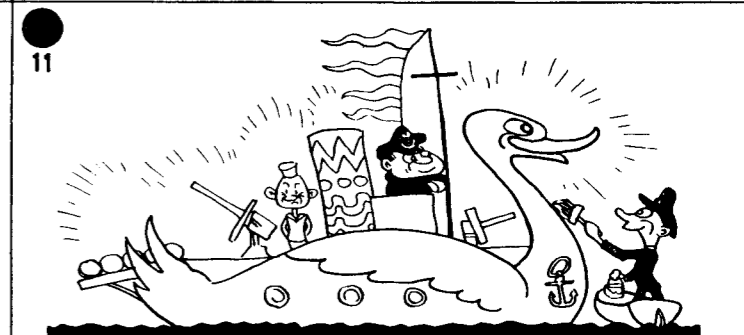
Count not on certain promotion, but rather to gain it aspire,
Though the sight-line shall end on the target, there cometh perchance a misfire.



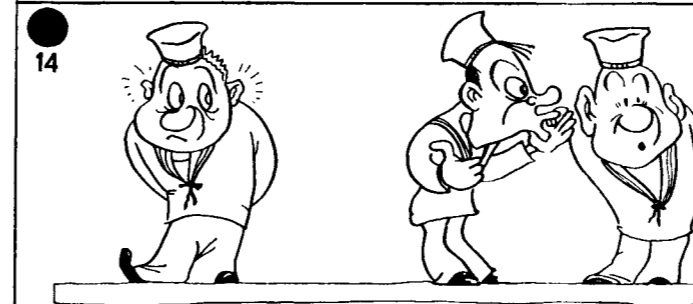
Canst follow the track of the dolphin, or tell where the sea-swallows roam?
Where Leviathan taketh his pastime, what ocean he calleth his home?
Even so, with the words of thy rulers, and the order whose words shall convey
Every Law is as naught beside this one, "Thou shalt NOT criticise, but OBEY."
Saieth the wise, "How may I know their purpose?" then acts without wherefore or why;
Stays the fool but one moment to question, and the chance of his life passeth by.



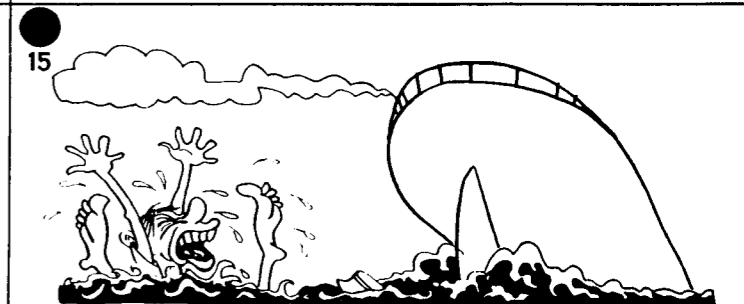
Doth the paintwork make war with the funnels? Do the decks to the cannon complain?
Nay. They know that some soap or a scraper unites them as brothers again;
So ye, being Heads of Departments, do your growl with a smile on your lip
Lest ye strive and in anger be parted, and lessen the might of your ship.



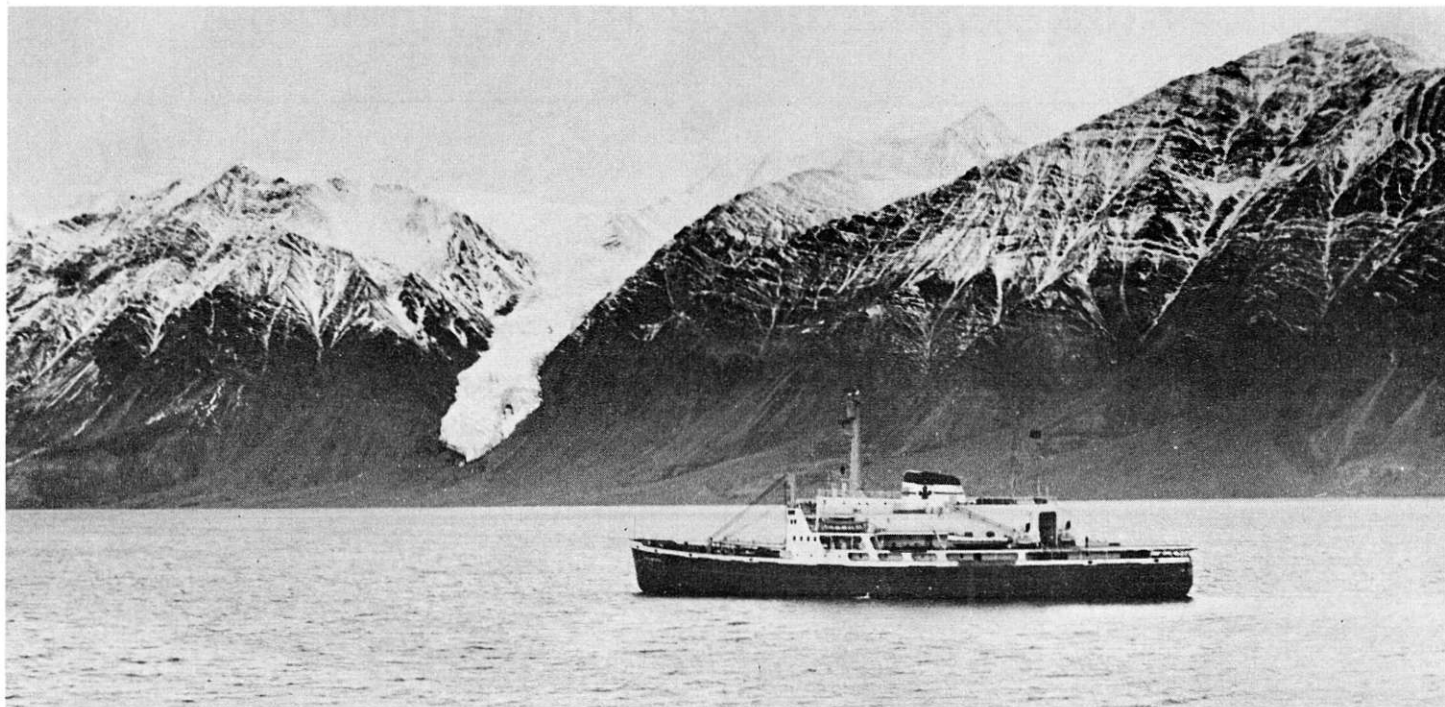
Dost deem that thy vessel needs gilding, and the Dockyard forbear to supply?
Place thy hand in they pocket and gild her; there be those that have risen thereby.



Uncharted the rocks that surround thee, take heed that the channels thou learn,
Lest thy name serve to buoy for another that shoal, the Courts-Martial Return;
Though an Armour plate belt may protect her, the ship bears the scar on her side,
It is well if the Court shall acquit thee: it were best hadst thou never been tried.



Now these are the Laws of the Navy, unwritten and varied they be
And he that is wise will observe them, going down in his ship to the sea;
As the wave rises clear of the hawsepipe, wanders aft and is lost in the wake,
So shall ye drop astern, all unheeded, such time as the Law ye forsake.



The Canadian Coast Guard's largest icebreaker, John A. Macdonald, in Tanquary Fiord, farthest north waterway of the Canadian archipelago, during the 1962 Arctic resupply operations of the Department of Transport. It was the first time any Coast Guard vessel had ever penetrated so far north. The fiord was previously uncharted. The photo was taken at midnight on August 24, 1962. (Department of Transport Photo)

NORTH WITH THE COAST GUARD

IT WAS MY good fortune to serve during the summer of 1962 in the Canadian Coast Guard Ship *John A. Macdonald*, the largest icebreaker in Canada and the pride of the fleet, on the most northerly voyage ever made by a Canadian ship.

All of the Arctic ships have fire-truck red hulls and it was not difficult to locate my ship in Montreal where I joined on July 25. I was welcomed aboard by the master, Captain James Cuthbert, whose opening remark was, "What do you think of my rhubarb?" He was referring to the image of a maple leaf on the funnel. This was my first indication that I was on board one of those happy ships whose personality equals that of the captain.

The *John A. Macdonald* departed Montreal on July 26 to engage in Arctic survey and supply tasks in the Arctic. Other vessels operating under the control of the Coast Guard in the Arctic during 1962 included six icebreakers, seven special shallow draft northern service vessels and two smaller shallow draft cargo vessels, an Eastern Arctic passenger and cargo vessel, three chartered tankers and seven chartered day cargo ships.

The icebreakers served as escort for the other ships while the convoys visited more than 40 ports of call, including defence outposts, weather stations, missions, trading posts and Eskimo communities. Four of the big icebreakers, CCG Ships *Macdonald*, *Labrador*, *d'Iberville* and *N. B. McLean*, covered thousands of miles of Arctic sea lanes, while research programs were carried out by scientific teams from the Department of Mines and Technical surveys, National Defence Department and related agencies. Similar work was done in the Western Arctic by the Victoria-based Coast Guard icebreaker *Camsell*.

Oceanographic and hydrographic studies, ice research and geomagnetic studies were major parts of the scientific undertakings. To the satisfaction of both the Coast Guard Ship's captains and the research parties, the channels of the Archipelago were ice-free to a greater degree than at any time since the Department of Transport's fleet began its annual supply operations to the High Arctic in 1954.

As a result of the ice-free channels, several new "firsts" were established by the CCGS *John A. Macdonald*. The run north through the usual fog and icebergs of Davis Strait and Baffin Bay was marked by an Arctic Circle Crossing Ceremony of most hilarious proportions, in which some 28 poor souls were indoctrinated by Rex Arcticus, his buxom wife and Court who arrived on board by way of the forepeak hatch.

After an inspection stop at the nuclear-powered automatic weather station at Sherwood Head, on the southern tip of Axel Heiberg Island, the ship took part in the supply run to the joint Canadian-U.S. weather station at Eureka, Ellesmere Island, along with CCGS *d'Iberville*, commanded by Captain Wilfred Dufour. It was the first time two vessels had even been to the weather station simultaneously. The *Macdonald* then proceeded north and east into the uncharted waters of Greeley Fiord and Tanquary Fiord on northern Ellesmere Island to land building material and equipment which was used this spring to establish a research station.

As we entered Tanquary Fiord in the late evening of August 22, the Chief

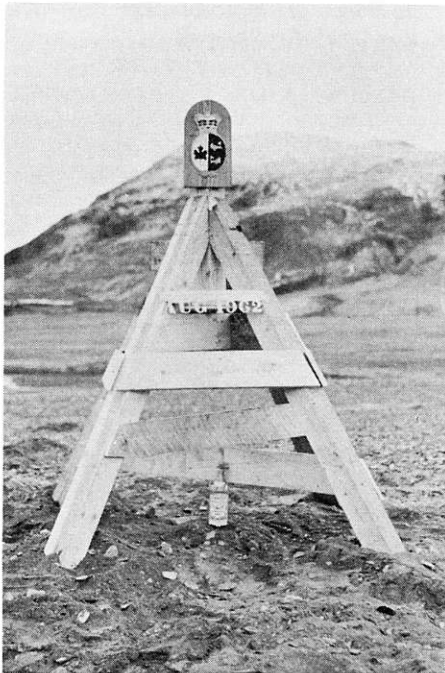
By
Lt.-Cdr. J. P. Croal

Officer, Mr. Mel Lever, and I were flown to the head of the fiord by helicopter to select the station site and a suitable landing beach. Shortly thereafter the ship anchored and the cargo was ferried ashore in the landing barges.

This operation continued for several hours after midnight, during which a strong wind whistled up the fiord, causing a choppy surf on the landing beach. Temperature conditions were just above freezing, with the midnight sun hidden by the high mountains surrounding us, and we felt as if we were in another world. Never before had this area seen such activity.

The *Macdonald's* seamen, mostly Nova Scotians and Newfoundlanders, were magnificent, often wading into the freezing surf to recover drums of fuel, and I was uncommonly proud to be a part of this Canadian heritage of glittering ice and the rugged beauty of the Arctic.

On completion of this operation our cache of cargo was marked by a large wooden cairn containing a metal cylinder with a list of the ship's crew and passengers. The cylinder bears a likeness of Her Majesty Queen Elizabeth II on one end, and the maple leaf on the other. I am sure that if anyone objects to such a use of these Canadian one-cent pieces, Captain Cuthbert, Mr. Pick, the Scottish second engineer, and I, the originators of the idea, will be happy to pay the cost of minting two new ones. This establishes the farthest north for any Canadian ship in Arctic waters.



Beacon erected by the crew of CCGS John A. Macdonald at the northernmost section of Tanquary Fjord. (Department of Transport Photo)



A wrecked ship's boat from the Penny expedition of 1850-51 found on the northeast corner of Cornwallis Island during the visit of CCGS John A. Macdonald. (Department of Transport Photo)

The *Macdonald* then returned to Eureka Sound and probed her way northwest into Nansen Sound, until stopped by the extremely heavy ice of the permanent polar pack.

She subsequently turned south and thence westward, making the first transit of the uncharted waters of Norwegian Bay, north and west of Graham Island, and of Belcher Channel. She turned south through Penny Strait, which she had penetrated from the south in 1960, and returned to Resolute Bay, where she had called earlier. She thus became the first ship to circumnavigate Devon Island.

Departing Resolute Bay, the icebreaker went westward in Viscount Melville Sound and M'Clure Strait, where oceanographic and hydrographic surveys were carried out, going northwest almost to Prince Patrick Island before returning.

She later made history by circumventing Prince of Wales Island, entering Peel Sound and returning to Viscount Melville Sound by way of M'Clintock Channel. This channel has long been regarded as treacherous due to extreme ice conditions.

Later the *Macdonald* proceeded south through Peel Sound, passed eastward through Bellot Strait into the Gulf of Boothia. There she escorted the Canadian Hydrographic Ship *Baffin* into Foxe Basin by way of Fury and Hecla

Strait. En route the *Macdonald* sustained ice damage to two of her three propellers, but was able to continue with the remainder of her duties, having during the course of the summer gone completely around Baffin Island.

CCGS *d'Iberville* was mainly engaged during 1962 in geomagnetic studies in Lancaster Sound and Barrow Strait area, related to fixing the present position of the North Magnetic Pole. She later took up her usual duties in Hudson Strait, providing icebreaker escort, when required, for grain ships operating between Churchill, Manitoba, and European ports. She remained on this duty until the close of the shipping season at the end of October.

CCGS *Labrador*, commanded by Captain Norman Clark, carried out the annual supply to Alexandra Fiord on the east side of Ellesmere Island, on completion of which she carried out extensive oceanographic and hydrographic surveys.

Early in October the *Labrador* made a special run to pick up scientists of the Arctic Institute of North America at a research station on the north side of Devon Island when deteriorating weather conditions made it evident the men would not be taken out by air as planned.

The *N. B. McLeun*, commanded by Captain Marius Gagnon, made two trips north in 1962. She first visited the Hud-



Chief Officer M. Lever, of CCGS John A. Macdonald, and Lt.-Cdr. James Croal, author of the accompanying article, put a J-5 tractor ashore at Tanquary Fiord. (Department of Transport Photo)

son Strait area for the commissioning of lights and other aids to navigation, then proceeded to Resolute Bay to embark a geomagnetic team. For some time this team worked aboard the *McLean*; later they transferred to CCGS *d'Iberville*. The *McLean* then returned south, took on a new cargo and returned to Lancaster Sound region to deliver supplies at several points.

In the Western Arctic, CCGS *Camsell*, commanded by Captain Arthur Davidson, escorted cargo vessels along the shallow coastal channels as far east as Spence Bay and Gjoa Haven. At one point she suffered some damage when

she struck rocks in an area where charts were of limited accuracy. She too carried a hydrographic party that added much to existing knowledge of these waters.

CCGS *C. D. Howe*, under the command of Captain J. A. Ouellet, carried out her usual Eastern Arctic run, with members of the Eastern Arctic Patrol aboard to administer matters pertaining to the health and welfare of the Eskimo population and to law and order in the North. On her return she brought back Eskimos requiring medical treatment at the special National Health and Welfare Department centres established for that purpose.

During the 1962 shipping season the Canadian Coast Guard ships and vessels of the supply convoys handled a total of 100,000 tons of cargo.

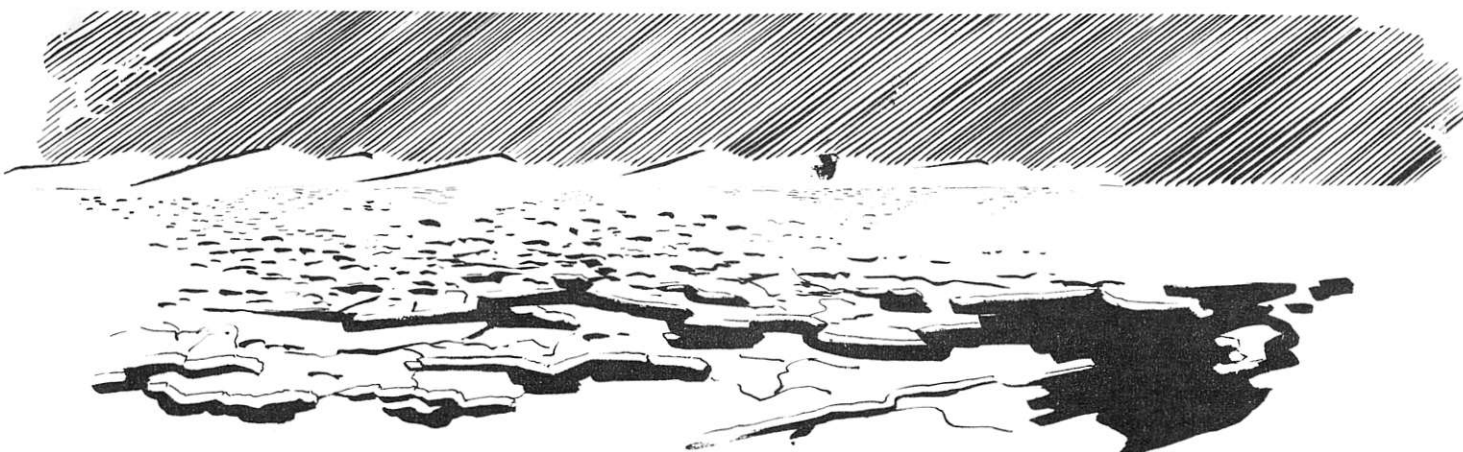
On completion of the summer Arctic operations the icebreakers undergo a refit to prepare them for their winter icebreaking duties in the Gulf of St. Lawrence and St. Lawrence River ports, and ports on the Eastern seaboard. However, this is another story.

As can be noted, the ships of the Arctic fleet spend long periods at sea each year, carrying out many tasks of importance to the economy and defence of Canada. Quite often these tasks are highly nerve-wracking to the officers and crew when operating in uncharted waters.

To break the monotony, ship's concerts are organized, bingo, card games and dart tournaments are popular, as well as jam sessions by those who are gifted with the ability to play musical instruments.

The humour of French Canada, Nova Scotia and Newfoundland is always evident in the friendly rivalry which exists between the icebreakers. One night on the *Macdonald's* bridge the officer of the watch, a French-Canadian, was having difficulty understanding a long garbled transmission on the RT. Throwing up his hands and obviously mimicking Captain Cuthbert's broad tongue, he said, "My God! Yon man canna speak French and he canna speak English".

The crews of the icebreaker fleet live up to an old Arctic saying: "You don't have to be crazy to work here but it helps". In 17 years of Arctic operations, I have come to realize there is a lot of truth in this saying, if one interprets it to mean the ability to maintain a sense of humour and to get along with one's shipmates under conditions of isolation and sometimes hardship.



Home from the Sea



McIlhagga New Head of NOAC

Election of L. B. McIlhagga, of Winnipeg, as national president of the Naval Officers' Associations of Canada occurred at the closing business session of the 18th annual general meeting of the NOAC in London, Ontario, in June.

During the course of the convention resolutions were considered which had more than purely naval interest, although many were specifically associated with the naval service. Bearing on the question of Canada's national flag was the resolution recommending that the Canadian navy's White Ensign be altered by adding the Canadian coat of arms similar to that worn by the nation's Red Ensign. The convention recognized the pride and tradition involved in the White Ensign, but felt that a distinctive flag was desirable to identify the Canadian naval service.

In considering the question of nuclear weapons, the convention took note of current commitments to NATO apparently involving the use of nuclear weapons by the Canadian Army and the Royal Canadian Air Force. The NOAC went on record as supporting the acquisition of the nuclear arms by the RCN if such a move were deemed necessary or desirable by the naval service in the light of NATO commitments or other requirements.

The convention noted the current plans for a new national War Memorial in Ottawa, and expressed its opposition to the expenditure of public funds on the type of memorial proposed. It was resolved that the association should communicate with other veterans' associations with a view to obtaining agreement on a more practical and living memorial than that now planned.

Serving with Mr. McIlhagga on the national executive will be: Rear-

Admiral Walter Hose, Windsor, honorary president; Vice-Admiral H. G. De-Wolf, Ottawa, honorary vice-president; A. P. Gregory, Saint John, N.B., past president; C. H. Wills, Vancouver, honorary counsel; H. R. McDonald, Halifax, vice-president (Maritimes); J. J. Trainor, Ottawa, vice-president (Quebec); C. Van Laughton, Exeter, vice-president (Ontario); H. B. Vannan, Winnipeg, vice-president (Prairies); Roy Rich, Vancouver, vice-president (West Coast); and E. D. Burns, Montreal, secretary-treasurer.

LETTER OF EXPLANATION

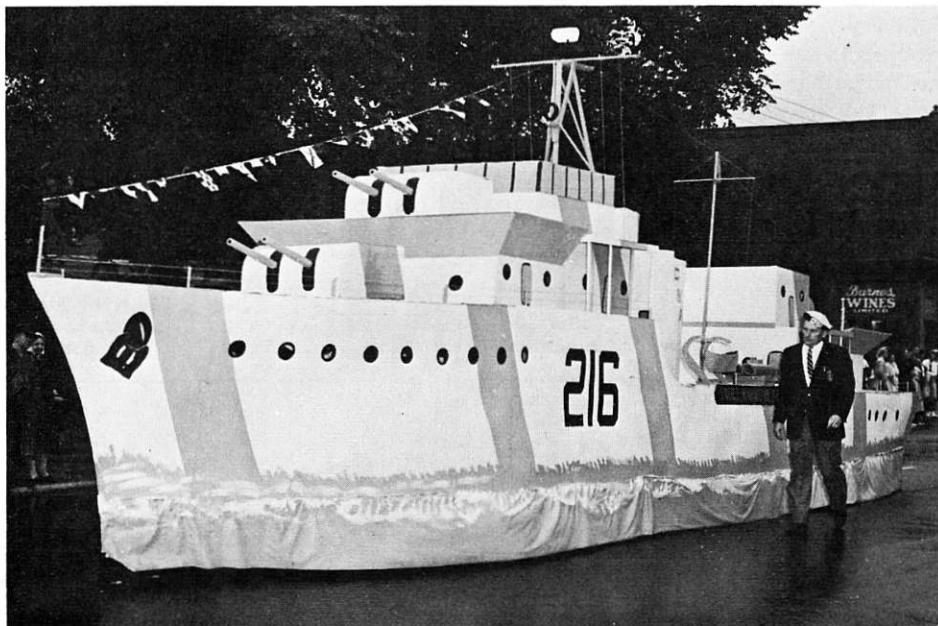
Dear Sir:

Referring to the August 1963 issue of *The Crownsnest*, page 19, under the heading of "CNA General Meeting Held," I wish to record a correction to paragraph 5 of this news item. The RCNBF Incorporated has a voting membership of 75 naval and former naval personnel. The Canadian Naval Association requested representation in the fund and was advised that membership was restricted to individuals having an interest in the work which the fund was doing. The Canadian Naval Association was invited to submit a list of names of individuals who would be willing to serve as voting members from which, list an election would be made. In April, 1963, the General Secretary of RCNBF advised the executive secretary-treasurer of the Canadian Naval Association that there were no vacancies in our voting membership at that time.

As a matter of interest I am pleased to note that on May 27, 1963, Mr. Herbert A. Maynard was elected to be a voting member, and he has accepted his election.

Yours very truly,
H. McCLYMONT
General Secretary

PO Box 505,
Ottawa 4, Ont.



This is the 45-foot model of HMCS Huron that cruised northwestern Ontario on behalf of the Sault Naval Veterans' Association. It was one of the highlights and prize winners of the Rotary Club's annual Community Night parade in Sault Ste. Marie, and also was a winner in parades in Thessalon and Bruce Mines. Pacing the ship is Guy Gravelle, president of the Sault Naval Veterans. (Photo courtesy Soo Star)

PROMOTION

How come old so-and-so was selected for promotion?

Why were only three men of our rank and trade selected this time?

Where do I stand for promotion?

It is possible the "machines" have made a mistake?

THESE ARE some of the questions more often asked when the names of men who have been promoted are promulgated. The answers are available from various sources, but not everyone wants to be bothered "looking it up", or seeking an explanation from higher authority.

So perhaps a summary of the promotion system, how it works, and why it works the way it does, may not be out of place.

Who gets promoted?

You, too, can understand the promotion system. It is described in Chapter 2 of MAP (*Manual of Advancement and Promotion*). You are assessed at least twice a year by your immediate supervisor on a CNS 4000 form. These forms are sent to Naval Headquarters where the scores marked by your assessor are converted into points. These points are averaged out with points received from your previous assessments and the result is your "Average Performance Evaluation". This is the measurement of your performance in your present rank and although it's not perfect (no system which relies on human nature and human judgment can be perfect), it is the best device the Navy has for this purpose.

If you are in promotion zone, i.e. fully qualified, to your points for Average Performance Evaluation are added points for education, time in promotion zone and time in service. The total of these is called your "Composite Score". The names of all men in the port division in your rank and trade are listed

together in order of composite score. If you have the highest composite score, you'll be at the top of the "Status List", if you have the lowest score your name will be at the bottom. If there are four vacancies in the next higher rank, then the top four men on the list are normally selected for promotion.

The term "normally" is used in the last sentence because there is one circumstance under which a man would be skipped and the man next lower on the list selected instead. This occurs if a man has a high composite score—perhaps he has high education points and lots of seniority, giving him maximum points for time-in-zone service—but he has an average performance evaluation which isn't considered high enough to justify his promotion. In other words, he has a high score but he isn't performing very well in his present rank. He is skipped in the promotion selection until his performance improves.

So, the promotion system determines who is selected for promotion. As you know, the big factor is performance evaluation—your assessment. You can,

however, improve your position on the status list through educational credits, and sometimes those few extra points might make the difference.

Figure 1 shows part of a typical status list. JONES was not selected—his performance evaluation is lower than the minimum required for promotion to P1.

How many promotions?

At the beginning of each year Naval Headquarters makes a "Promotion Plan". This plan is a forecast of the number of men who will be promoted, during the year, in each rank of each trade. Basically the number to be promoted in a specific trade is determined by the number borne at the start of the year, expected wastage, the rank complement for that trade, and by the numbers of men who will be in the promotion zone. When all the planned promotions are taken into account, the probable borne strength during the year must not exceed the rank ceilings approved by the Rank Structure Committee and provided for in the year's financial estimates.

In selecting men for promotion in a promotion competition an attempt is made to select in each of the two competitions approximately half of the number planned for the year. This is not always possible. When two men are tied in composite score both may be promoted, at the same time, rather than one now and one six months later.

In trades which are up to rank complement, "trickle" promotions are made. This prevents complete stagnation and

Position	O.N.	Name	Rank/Trade	Points Ave. P.E.	Points Time in Service	Points Education	Points Time in Zone	Composite* Score	Selected for Promotion (8 req'd)
1	E63674	Arthurs J.	P2BN4	130.3	25.0	5.0	40.0	200	X
2	E71208	Brown Q.	P2BN3	126.8	25.1	5.0	40.0	197	X
3	E96512	Cross R.	P2BN4	123.6	26.9	5.0	40.0	196	X
4	E80000	Dow M.	P2BN3	136.2	15.3	5.0	37.7	194	X
5	E80312	Ervin J.	P2BN3	122.2	25.0	5.0	40.0	192	X
6	E69107	Fox M.	P2BN3	122.3	23.8	5.0	40.0	191	X
7	E86543	Howe S.	P2BN3	130.9	12.0	5.0	38.9	187	X
8	E00910	Jones B.	P2BN4	103.4**	26.9	12.5	40.0	183	—
9	E72222	Inch P.	P2BN3	120.3	16.1	5.0	38.9	180	X
10	E91564	Knoo T.	P2BN3	126.8	14.0	0.0	37.7	179	—

* This determines the order of names.

** This low performance evaluation could prevent promotion.

Figure 1

permits the best men in those trades to get ahead. A minimum of five per cent of the number in the promotion zone has been promoted annually in such trades. If it is not possible to promote the desired numbers in a higher rank in a specific trade, additional men are promoted in the next lower rank, if sufficient candidates are available.

Where do I stand?

This is the hard one. This is the one thing the Navy won't tell you. There are reasons for this. The promotion system, as it is now working is efficient. It is designed to promote the best men and, in general, it does this.

The old policy of telling a man exactly where he stood in the list often resulted in pressures on the assessor, tending to prevent truly objective assessments being made. This in turn produced errors in the system itself, reducing its efficiency in discrimination and accuracy in general.

The "Quarter of Average Performance Evaluation" printed on your status cards does give you some indication, if properly interpreted. This is not an indication of composite score standing but it tells you how your average performance evaluation compares with those of other men against whom you are competing.

How can a man in a lower quarter be promoted ahead of a man in a higher quarter? Well, take a look at Figure 1—the "status list" again. If CROSS is in the second quarter, you can see why he would have been promoted ahead of DOW, if only three had been promoted, although DOW could well be in the first quarter. Naval Headquarters is studying this item in view of the con-

fusion reported, and some changes may well be made to the information given to you on your status cards.

You have seen that performance evaluation is the big factor; that education and time increase your composite score. Your promotion opportunity is also affected by the number of openings which occur. Now, having an idea of these, perhaps you can make a better guess. One thing is sure, if you improve your performance evaluations, and get maximum points for education you will better your chances. It's worth the try!

The Machines

Machines are used in Naval Headquarters in calculating performance evaluations, scores and averages, in recording qualifications received, and in printing lists and cards. However, every operation is checked and double-checked by staff members, who are familiar with their functions in the system. When errors do occur, they are the fault of the human factor in the system, not that of the "machine". If more of the calculations and operations were done by hand than is now the case, the greater would be the probability of error.

Recently your Promotion Monitors visited Naval Headquarters and watched a promotion "run". This included screening the machine operations and the checking operations. What they saw made them confident that the chance of machine error was small indeed.

Errors, when they occur, usually result in incorrectly not crediting a man with a qualification—an Alternate Sheet item is skipped perhaps. Don't hesitate to query what you feel is incorrect information on your qualification card or

status card; if you're right, the records will be corrected and, if you should have been promoted, you will be.

Elimination

A secondary use of the promotion system is its use in indicating those men whose performance is so poor that it's questionable whether they should be kept in the Navy. After all of the CNS 4000 forms have been scored, the past performance assessments of all men in the lowest five per cent of the current assessments are scrutinized. Men whose performance has been very low over several assessments are placed on an "elimination list". No man, however, is placed on the list because of one poor assessment.

The elimination list is sent to RCN Depot where a board is held on men of senior rank, or a Commanding Officer's recommendation is obtained on men of junior rank. Recommendations are forwarded to the Senior Officer-in-Chief Command who then authorizes release, reversion or retention as the case may be.

What can you do?

If you and your messmates don't understand the promotion system see your Divisional Officer. If he can't explain or answer the query he will get the information from the Promotion Monitor. The better we all understand the system, the better it will work.

As a last word on promotion, remember that promotion must be earned. It won't happen to the man who sits around waiting for it. The only way to compete for promotion is to get out and work for it.

- AND YOUR CHANCES

THE JUNE issue of *The Crow'snest* carried a table showing the trade advancement ceiling. This time there is an opportunity to look into the crystal ball and predict one's chances for promotion.

Here is a summary of the intended promotions for the fiscal year 1963-64 by port division—Halifax, Esquimalt or Gloucester—with a comparison to the total number made during 1962.

To Rank	HPD	EPD	GPD	Total	Promoted 1962
C1	33	14	2	49	69
C2	83	36	10	129	129
P1	201	55	13	269	248
P2	299	72	27	398	384
LS	238	165	46	749	780



PROMOTION PLAN - 1963 - 64

TRADE		TO C1		TO C2		TO P1		TO P2		TO LS	
		HPD	EPD	HPD	EPD	HPD	EPD	HPD	EPD	HPD	EPD
Boatswain	(BN)	1 (26)	3 (12)	2 (51)	1 (35)	3 (60)	2 (31)	3 (62)	4 (67)	20 (72)	3 (32)
Weaponman Surface	(WS)	1 (17)	0 (9)	5 (30)	3 (25)	5 (41)	1 (10)	20 (38)	5 (9)	20 (155)	24 (41)
Firecontrolman	(FC)	2 (12)	0 (6)	1 (17)	1 (13)	2 (17)	1 (20)	12 (21)	1 (11)	25 (66)	2 (25)
Weaponman Underwater	(WU)	1 (2)	0 (4)	4 (8)	4 (7)	16 (21)	8 (13)	29 (53)	5 (8)	30 (64)	13 (22)
Sonarman	(SN)	1 (7)	1 (6)	2 (4)	3 (10)	16 (27)	6 (10)	9 (18)	7 (11)	40 (112)	24 (40)
Radar Plotter	(RP)	2 (4)	2 (5)	8 (19)	4 (8)	3 (21)	2 (8)	9 (16)	4 (6)	40 (107)	21 (36)
Signalman	(SG)	1 (10)	2 (4)	8 (16)	6 (10)	8 (30)	4 (7)	11 (27)	6 (14)	30 (94)	14 (24)
Radioman	(RM)	1 (13)	0 (5)	1 (16)	2 (6)	10 (41)	10 (25)	18 (32)	6 (28)	44 (146)	22 (37)
Radioman Special	(RS)	2 (6)	- GPD	10 (21)	- GPD	13 (18)	- GPD	27 (48)	- GPD	46 (120)	- GPD
Engineering Technician	(ER)	6 (25)	2 (31)	23 (175)	6 (124)	83 (135)	3 (62)	59 (101)	5 (86)	117 (502)	6 (126)
Electrical Technician	(ET)	1 (31)	1 (18)	6 (29)	1 (20)	4 (28)	1 (18)	24 (41)	11 (26)	23 (151)	8 (30)
Electronic Technician	(LT)	1 (18)	0 (13)	1 (17)	1 (20)	12 (26)	5 (16)	17 (35)	1 (19)	2 (2)	0 (2)
Hull Technician	(HT)	1 (34)	1 (15)	2 (42)	1 (24)	0 (6)	2 (6)	9 (15)	6 (12)	16 (38)	9 (15)
Weaponman Air	(WA)	0 (4)	-	0 (5)	-	1 (13)	-	1 (8)	-	1 (24)	-
Naval Aircrewman	(NA)	2 (2)	-	1 (2)	-	4 (6)	-	14 (36)	-	16 (36)	-
Naval Airman	(AM)	0 (6)	-	1 (12)	-	1 (23)	-	3 (43)	-	2 (51)	-
Aviation Technician	(AT)	1 (18)	-	3 (60)	-	3 (56)	-	5 (95)	-	6 (138)	-
Air Electrical Technician	(EA)	0 (9)	-	2 (39)	-	2 (32)	-	3 (30)	-	11 (22)	-
Air Electronic Technician	(RA)	1 (12)	-	1 (32)	-	5 (42)	-	9 (43)	-	15 (35)	-
Ship's Writer	(WR)	1 (15)	0 (8)	1 (11)	0 (10)	-	-	-	-	-	-
Administrative Writer	(AW)	-	-	-	-	1 (17)	0 (8)	1 (24)	0 (4)	4 (23)	1 (18)
Pay Writer	(PW)	-	-	-	-	1 (26)	0 (9)	1 (27)	0 (7)	2 (27)	1 (11)
Ship's Storesman	(ST)	1 (20)	1 (10)	1 (20)	1 (19)	-	-	-	-	-	-
Victualling Storesman	(VS)	-	-	-	-	2 (35)	1 (20)	2 (38)	1 (12)	2 (33)	1 (19)
Naval Storesman	(NS)	-	-	-	-	1 (30)	1 (17)	2 (37)	1 (20)	3 (64)	1 (19)
Commissaryman	(CM)	3 (22)	1 (7)	2 (40)	1 (27)	-	-	-	-	-	-
Cook	(CK)	-	-	-	-	3 (43)	1 (18)	4 (86)	1 (38)	12 (108)	2 (55)
Steward	(SW)	-	-	-	-	1 (27)	3 (11)	7 (35)	1 (23)	20 (66)	4 (30)
All Medical Trades		4 (10)	0 (3)	6 (24)	0 (9)	7 (25)	1 (24)	7 (12)	1 (18)	14 (29)	1 (15)
Clearance Diver	(CD)	1 (1)	0 (0)	1 (2)	1 (2)	2 (2)	1 (3)	5 (10)	2 (3)	4 (7)	6 (12)
Physical & Rec. Trainer	(FR)	0 (3)	0 (2)	0 (4)	0 (2)	2 (11)	0 (7)	0 (3)	1 (2)	2 (5)	1 (4)
Meteorologist's Mate	(MO)	0 (0)	-	1 (3)	-	0 (1)	-	1 (3)	-	3 (6)	-
Bandsman	(BD)	0 (3)	0 (1)	0 (7)	0 (6)	2 (38)	1 (24)	10 (14)	2 (2)	6 -	1 (1)
Photographer	(PH)	0 (2)	0 (1)	0 (5)	0 (1)	0 (7)	1 (2)	0 (5)	1 (2)	1 (5)	0
WRENS		-	-	0	-	1	-	4	-	7	-

A more comprehensive look at the number of men to be promoted during the current year is given in the accompanying table. The figures in brackets indicate the maximum number who will be in the promotion zone and competing for the vacancies. It must be remembered that the basic policy with regard to promotion is that those who deserve it most get it first. It is not a reward for past services but rather an indication of faith that the individual being promoted will be able to continue performing efficiently in the higher rank. It is obvious, therefore, that men who are not performing with a standard of

at least the average of their group cannot be counted upon to perform with an average standard in the higher rank. In short, all of the men included in the bracketed figures are qualified for promotion according to minimum

regulations. However all of them are not necessarily eligible. There may be some whose performance standards are not high enough.

For example, in the Halifax Port Division 21 P2WUs are in the promotion zone. As many as 16 may be promoted to P1WU during the year provided that they are performing at a standard which is considered to be above average.

By the time this article is published over half of the promotions will have been made. The balance, up to the limits shown, will be announced about the end of January.



THE NAVY PLAYS

Fraser Wins Two Titles

In spite of having half of the ship's company on leave during August, the *Fraser* still managed to win two Pacific Command championships. The soccer team came through with several close and hard fought wins, including a 2-1 triumph over the *Cape Breton* for the trophy.

The softball team had an easier time of it, winning most of their games by a wide margin. The closest game was a 9-5 victory over *Naden* for the championship.

Cadets Compete in Highland Games

A group of 22 UNTD cadets this past summer got a taste of Gaelic when they were invited to participate in the annual track and field meet sponsored by the Highland Association of Antigonish, N.S.

The cadets were well represented in most events in the two-day games program.

A four-man team consisting of Cadets Andre Dallaire, Terrence Waterhouse, Clifford Nelder and William Shambrook placed second in the 440-yard relay, while cadet Richard Christy placed sixth in the mile run and cadet Robert Nugent placed fifth in the men's open three-mile event.

In the pole vaulting Cadets Clifford Nelder and Clayton LaFleur placed first and third, while cadet John Donaldson placed third in the junior division broad jumping.

Cadet Ian Richmond, of London, Ont., placed third in the piping competition.

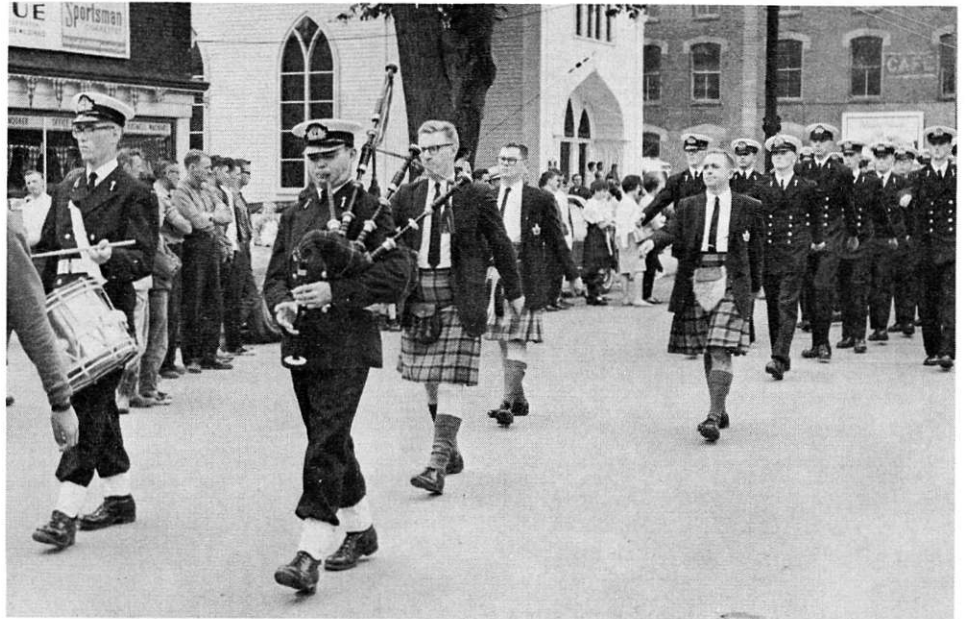
During their stay in Antigonish the cadets were billeted in private homes.

There have been naval competitors in the past but this was the first time a UNTD team had participated in the Highland Games meet.

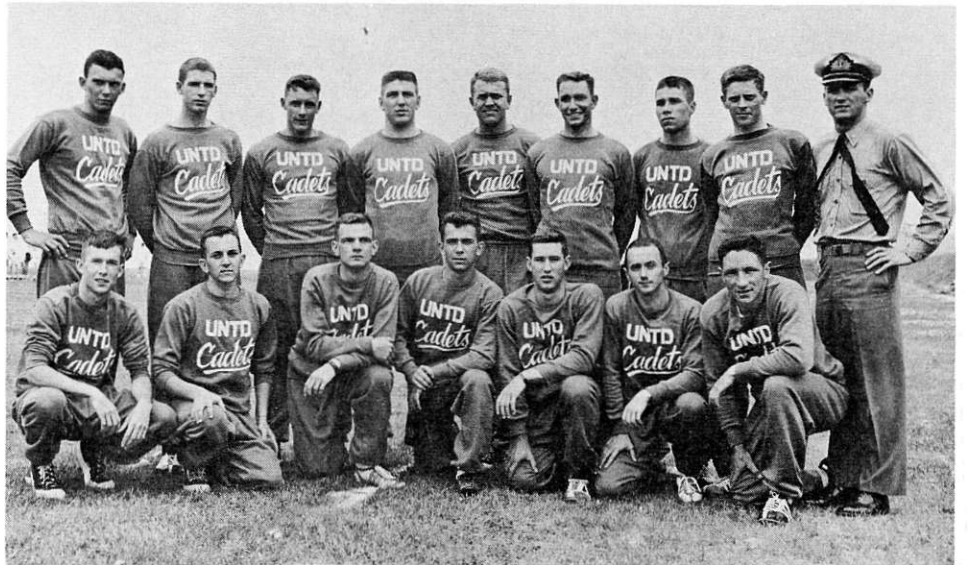
New Golf Course

Near Shearwater

A tri-service golf course is being constructed on National Defence property at Hartlen Point near *Shearwater*. To be known as the Hartlen Point Tri-



Piped through the streets by Cadet Ian Richmond, accompanied by drummer Cadet David Freeman, a division of UNTD cadets marches through the town of Antigonish, N.S., where they competed in a two-day Highland Games track and field meet. (Hindle photo)



Competing in the Highland Games in Antigonish this year for the first time was a track and field team of UNTD cadets from HMCS Cornwallis. Front row, left to right, are Edward Graham, Robert Nugent, Terrence Waterhouse, Andre Dellaire, Clifford Nelder, William Shambrook and Gerald Marois; back row: Cadet Barry Keeler, Thomas Lundy, Allan Osborne, Leandre Hurtubise, Laoss Leivat, Richard Christy, Clayton LaFleur and John Donaldson, and Sub-Lt. Paul Arsenault, coach. (DB-18106)

Service Golf Club, it was founded by the *Shearwater* Golf Club, and is now being constructed on a tri-service basis. Six holes are under construction with a planned opening date of early 1964.

Three holes were opened in mid-August for play on temporary greens and under winter rules condition.

The executive committee under the president, Cdr. Joe Paul, of *Shearwater*,

includes representatives of the three services. The club constitution permits membership to Army, Navy, Air Force, RCMP, Civil Service and retired service personnel. Construction is being financed by donations and by ships and establishments and by individuals purchasing a redeemable membership share at a cost of \$50. Annual dues are expected to be approximately \$35 per year.

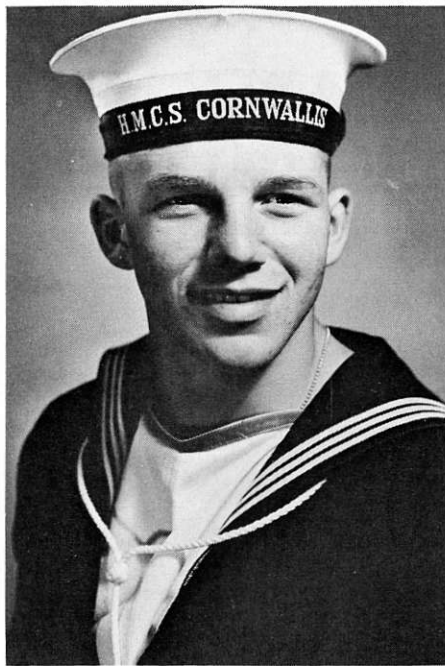
Present plans include opening six holes with a temporary club house early 1964, expansion to nine holes in 1964 if possible, and eventually to 18 holes with a permanent club house.

The course is being constructed in the gun battery area at Hartlen Point with a magnificent view of the sea and the Halifax-Darmouth area.

Sailor Amasses Eight Track Medals

A one-man track team is what Ord. Sea. Richard Olfert proved to be when he turned out for a New Entry Track and Field Meet at Cornwallis this past summer.

He romped home with eight first place medals and thereby set an all-time new entry record for *Cornwallis*. His athletic efforts won him first in the 100-yard dash, broad jump, javelin throw, high jump, discus throw, shot



ORD. SEA RICHARD OLFERT

put and hop, step and jump. He was also a member of the winning mile-relay team.

His award-winning prowess was not confined to the playing fields. When passing out time rolled around for the *Saguenay* division, Ord. Sea. Olfert captured the "Best in Parade Training" award.

A former student at Sheridan Technical School in Sudbury, Ord. Sea. Olfert lists his special interests as track and field, and football.

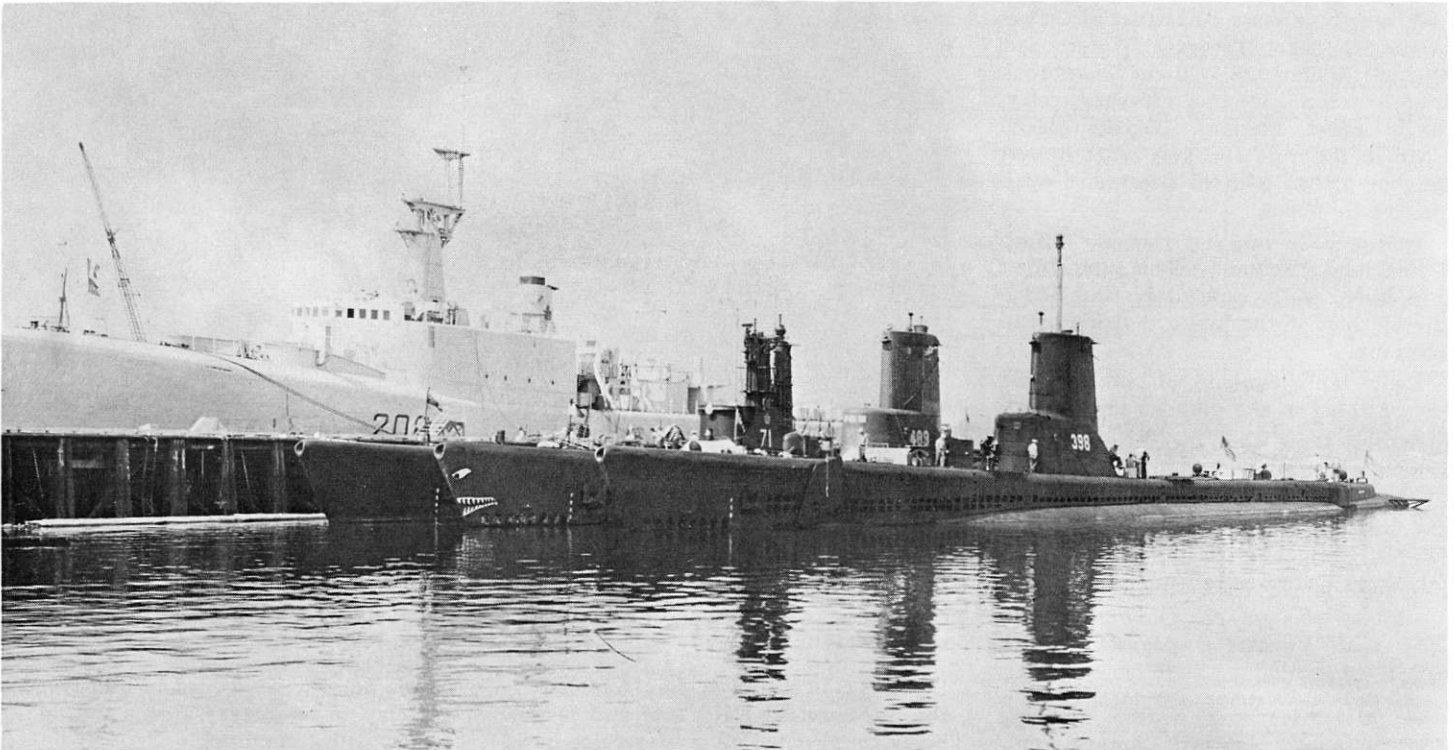
Visitors Boast Skilled Bowlers

Halifax Bowling Centre's ten-pin lanes went international in early June when a pair of teams from the visiting United States task force triumphed over two Halifax squads. In another "grudge match", VS-39—the air arm of USS *Essex*—swamped a team from the *Essex* by 210 pins.

In an all-navy match, the RCN captured two strings from VS-39 but lost the pinfall decision as the Americans got a steady leadoff display of 539 by Bryron—an ABC-ranked trundler who would have picked up an ABC merit badge for a "triple" had he nailed one more pin in his third string. He fired a pair of 10s and then a 179 to just miss the award. High single for the winners went to Batdorf for a 210 that was matched by RCN's 210 in the 2454-2380 match.

The other outing saw USS *Essex* tumble the HBC house team, 2391-2322 with points again split.

In the all-American match—third in a series that has ranged from port to port—VS-39 took their third straight triumph at the *Essex*'s expense, 2582-2361.



Esquimalt Harbour looked not unlike a submarine base early in September as two U.S. submarines, the *Spinax* and *Segundo*, joined HMCS *Gritse*. Nearly 3,500 persons visited the American submarines during a week-end open-house program. In the background is HMCS *Saguenay*. (E-73602)

RETIREMENTS

CPO MUNRO CHARLES BROOKES; C2WU4; served in RN, 1933 to 1948; joined RCN, Sept. 13, 1948; served in Malahat, Naden, Stadacona, Magnificent, Haida, La Hulloise, Huron, New Liskeard, Naden, Ontario, Ste. Therese, Jonquiere, Saguenay; awarded Long Service & Good Conduct Medal; retired Sept. 12, 1963.

CPO THOMAS BERNARD CARTER, CD and 1st Clasp; C2BN4; served in RCN Sept. 13, 1937-Dec. 12, 1945; re-entered RCN Sept. 21, 1948; served in Naden, Fraser, Ottawa, Restigouche, Comox, Venture, Stadacona, HMS Excellent, Niobe, Arrowhead, Hochelaga, Westmount, Shediac, Dawson, Coppercliff, Avalon, Cornwallis, York, Discovery, Haida, Wallaceburg, La Hulloise, Quebec, Cayuga, Queen, Beacon Hill, Venture, Jonquiere; retired Sept. 20, 1963.

PO CHARLES LESLIE EHLER, P1ER4; joined RCNVR June 11, 1943, transferred to RCN Sept. 13, 1945; served in Stadacona, Protector II, Cornwallis, Hochelaga II, Grou, Uganda, Quinte, Dundurn, Scotian, Iroquois, Portage, Cayuga, Athabaskan, Magnificent, La Hulloise, Cabot, Huron, Prestonian, Toronto, New Liskeard, Buckingham, Swansea, Kootenay, Lauzon, Bonaventure; retired Aug. 21, 1963.

CPO WILLIAM ELMORE ERICKSON, CD; C2ER4; joined RCNVR Sept. 7, 1943, transferred to RCN April 21, 1945; served in Naden, Queen, Cornwallis, Stadacona, Avalon, Peregrine, Givenchy, Moncton, Prince Robert, Royal Roads, Ontario, Beacon Hill, New Glasgow, Fraser, Mallard, Micmac, Cape Breton; retired Sept. 29, 1963.

CPO MARTIN BAUM GARDNER, C1MA4; joined Aug. 13, 1938; served in Naden, Assiniboine, Stadacona, Ottawa, NOIC Saint John, Captor II, SNO Liverpool, Givenchy, Warrior, Ontario, Cornwallis, Malahat, Margaree; awarded Long Service & Good Conduct Medal; retired Aug. 12, 1963.

CPO ROBERT STEEL GODDARD, CD; C2ER4; joined Aug. 4, 1943; served in Star, Cornwallis, Stadacona, St. Clair, Scotian, Niobe, HMS Ferret, St. Laurent, Strathadam, Peregrine, Warrior, Montcalm, Iroquois, Swansea, Huron, New Liskeard, York; retired Aug. 3, 1963.

PO CURTIS MacCUEN JOHNSON, P1SW3; joined Sept. 3, 1938; served in Stadacona, Restigouche, Naden, Ottawa, Galt, Cornwallis, Niobe, Haida, Sioux, Captor II, Brunswick, York, Iroquois, Sans Peur, Scotian, Athabaskan, Swansea, CANAS Dartmouth, Magnificent, Portage, Shearwater, Haida, Saguenay, Crusader, Fort Erie, Crescent; awarded Long Service & Good Conduct Medal; retired Sept. 2, 1963.

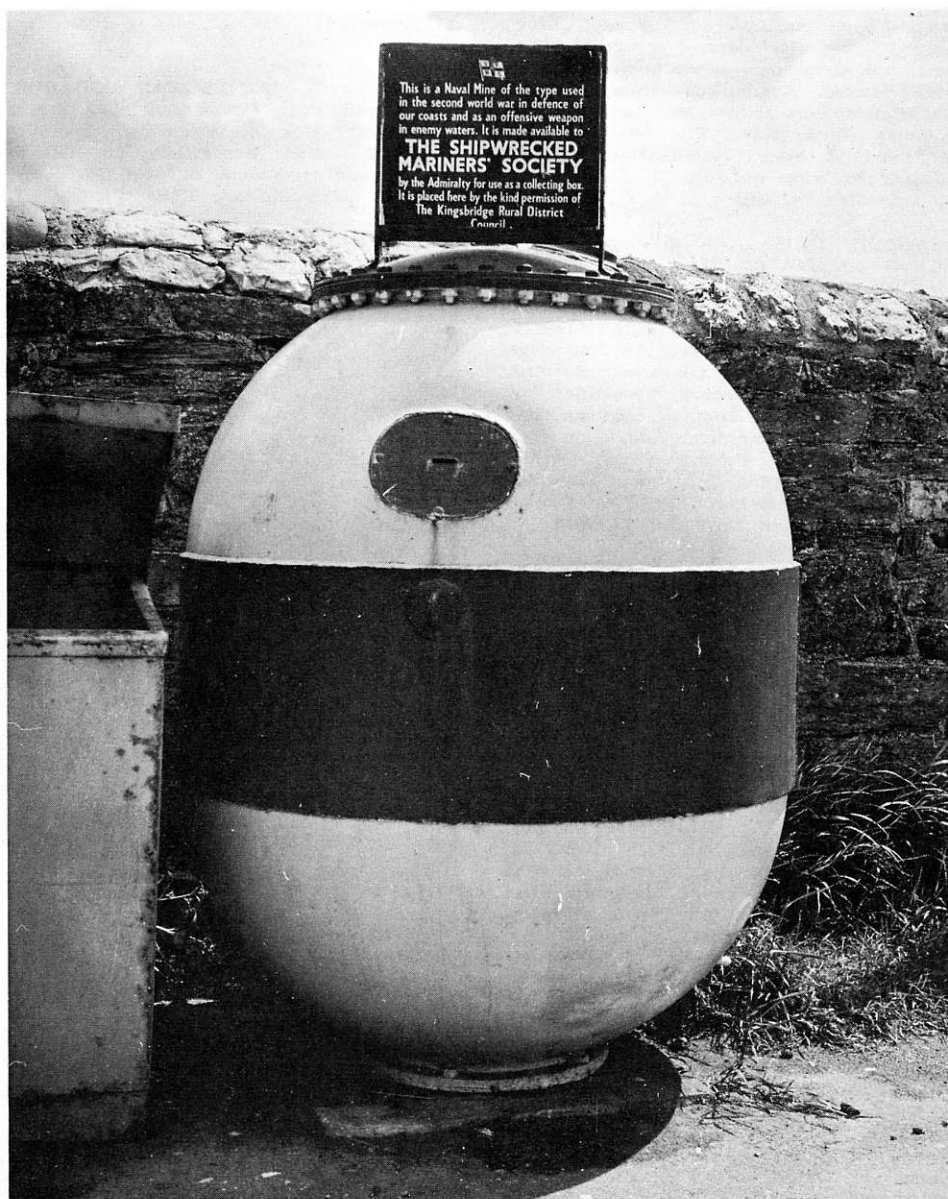
CPO ALBERT JOHN LEWIS, CD; C2WS4; joined July 15, 1941; served in Regina naval division, Naden, Q066, Prince Robert, Givenchy, Lockport, Stadacona, Clayoquot, HMS Waldegrave, Niobe, Kootenay, Cornwallis, Peregrine, Micmac, Scotian, Diving Tender No. 4, Sans Peur, Iroquois, Haida, Nootka, Magnificent, Buckingham, Iroquois, Wallaceburg, Shearwater, Huron, Point Edward Naval Base; retired August 5, 1963.

CPO MURRAY JACK MASON, CD; C1AT4; joined RCNVR June 1, 1942, transferred to RCN Aug. 24, 1944; served in Star, Naden, Givenchy, Nonsuch, Stadacona, Niobe, RNAS Worthy Down, HMS Merlin, HMS Kestrel, HMS Merganser, Peregrine, HMS Daedalus, Warrior, HMS Ringtail, RCNAS Dartmouth (826 Sqdn), Magnificent (18CAG), Shearwater, Cornwallis, 30CAG, VF871, 12TSU Toronto, Griffon, York, Shearwater, Naden (VU33); retired September 3, 1963.

PO GEORGE FREDERICK MCGREGOR, P1BN2; served in RCNVR June 10, 1936 to Sept. 20, 1945; joined RCN Dec. 24, 1945;

served in Stadacona, Protector, Cornwallis, Peregrine, Scotian, Haligonian, RCNAS Dartmouth, Warrior, Iroquois, La Hulloise, Magnificent, Shearwater, Bonaventure; retired September 21, 1963.

CPO JACK PEAKMAN, CD; C1ER4; joined RCNVR July 8, 1935, transferred to RCN Jan. 9, 1940; served in Calgary naval division, Naden, Nootka, Stadacona, Restigouche, Goderich, Niobe, HMS Bulldog, Iroquois, Scotian, Uganda, Givenchy, Rockcliffe, Ontario, Kentville, Crescent, Antigonish, Churchill, Cape Breton; retired August 18, 1963.



What may be an improvement on the idea of beating swords into ploughshares is illustrated by this picture taken in Hope Cove, near Kingsbridge, Devon, England, by Lt.-Cdr. Ernest H. Bartlett, RCNR (Ret), travel editor of The Telegram, Toronto. The plaque reads: "This is a Naval Mine of the type used in the Second World War in defence of our coasts and as an offensive weapon in enemy waters. It is made available to The Shipwrecked Mariners' Society by the Admiralty for use as a collecting box. It is placed here by the kind permission of The Kingsbridge Rural District Council".

CPO RICHARD FRANK POLLY, C2WS4; joined April 17, 1939; served in *Stadacona*, *Venture*, *Skeena*, *HMS Drake*, *Cornwallis*, *Niobe*, *HMS Excellent*, *Glasgow*, *Uganda*, *Naden*, *Warrior*, *Rockcliffe*, *Ontario*, *Bytown*, *Niagara*, *Sioux*, *Athabaskan*, *Beacon Hill*, *Jonquiere*; awarded Long Service & Good Conduct Medals; retired August 23, 1963.

CPO KEITH ARTHUR TOLL, CD; C1ER4; joined RCNVR May 12, 1942, transferred to RCN March 20, 1944; served in *Prevost*, *Star*, *Naden*, *Givenchy*, *York*, *Stadacona*, *Avalon*, *Humberstone*, *Cornwallis*, *Beacon Hill*, *Port Hope*, *Peregrine*, *Sault Ste. Marie*, *Oshawa*, *Givenchy*, *Ontario*, *Magnificent*, *Crusader*, *Fraser*, *Assiniboine*; retired September 4, 1963.

PO EDWIN JOHN WALSH, CD; P1RP3; joined RCNVR Aug. 13, 1943, transferred to RCN Apr. 12, 1945; served in *Stadacona*, *Montcalm*, *Cornwallis*, *Iroquois*, *St. Hyacinthe*, *Peregrine*, *Uganda*, *Scotian*, *Nootka*, *Lloyd George*, *New Liskeard*, *Swansea*, *Magnificent*, *Portage*, *Wallaceburg*, *Shearwater*, *Assiniboine*, *Terra Nova*; retired September 1, 1963.

OFFICERS RETIRE

LT.-CDR. ALEXANDER ALLAN BEVERIDGE, CD; served in RCNVR March 3 1941, to April 11, 1946; entered the RCN(R) active list, November 7, 1947; transferred to RCN September 23, 1948; entered RCNVR as a probationary writer; promoted to probationary paymaster sub-lieutenant on October 18, 1944; served in *Cornwallis*, *Bytown*, *Donnacona*, *Cataragui*, *Naden*, *Shearwater*, *Niobe*, *Hochelaga*, *Magnificent*, *Micmac*, *Bonaventure*, *Assiniboine*, *Haida*, *Fort Ramsay*, *Avalon*, *Stadacona*, *Patriot*; last appointment *Patriot*, on staff of Commanding Officer Naval Divisions as Secretary and as Flag Lieutenant-Commander; commenced leave on July 31, 1963; retires on December 14, 1963.

LT.-CDR. JACK DOUGLAS, CD; joined RCNVR on May 16, 1941, as on ordinary seaman; promoted to probationary sub-lieutenant on April 27, 1942; demobilized September 30, 1947; entered RCN, March 1, 1952; Lt.-Cdr. Douglas served in *Stadacona*, *Halifax*, *Royal Roads*, *Givenchy*, *Burrard*, *Ingonish*, *Naden*, *Discovery*, *Rockcliffe*, *Antigonish*, *Cornwallis*, *Iroquois*, *Bytown*, *Assiniboine*; last appointment *Naden*, on staff of Commodore Superintendent Pacific Coast for Engineering Department Ship Repair Activity; commenced leave on August 17, 1963; retires on November 21, 1963.

CHAPLAIN (P) FREDERICK HODGSON GODFREY; joined RCN August 29, 1942, as Chaplain (temp); served in *Stadacona*, *Chatham*, *Naden*, *Givenchy*, *Niobe*, *Peregrine*, *Ontario*, *Cornwallis*, *Algonquin*, *Magnificent*, *Shearwater*, *Bonaventure*; last appointment *Cornwallis*, as Senior Chaplain (P); commenced leave on July 27, 1963; retires on January 29, 1964.

SURGEON COMMANDER MARCUS HARVEY LITTLE, CD; joined RCNVR April 30, 1942, as a probationary surgeon-lieutenant; transferred to RCN, April 18, 1946; served in *Stadacona*, *Warrior*, *Bytown*, *Donnacona*, *Quebec*, *Niobe*, *Cataragui*; last appointment *Cataragui*, for Canadian Forces' Hospital, Kingston, as anaesthesiologist with acting rank of surgeon captain; commenced leave on August 1, 1963; retires on February 3, 1964.

CDR. RAYMOND STERNBERG MARTIN, CD; joined RCNVR September 11, 1944, as a probationary sub-lieutenant (SB); transferred to the RCN, July 11, 1946; served in *Carleton*, *Cornwallis*, *Bytown*, *Unicorn*, *Stadacona*, *Naden*, *Ontario*; last appointment *Naden*, as Officer-in-Charge Academic Division and on staff of Flag Officer Pacific Coast as Command Education Officer; commenced leave on August 1, 1963; retires on December 26, 1963.

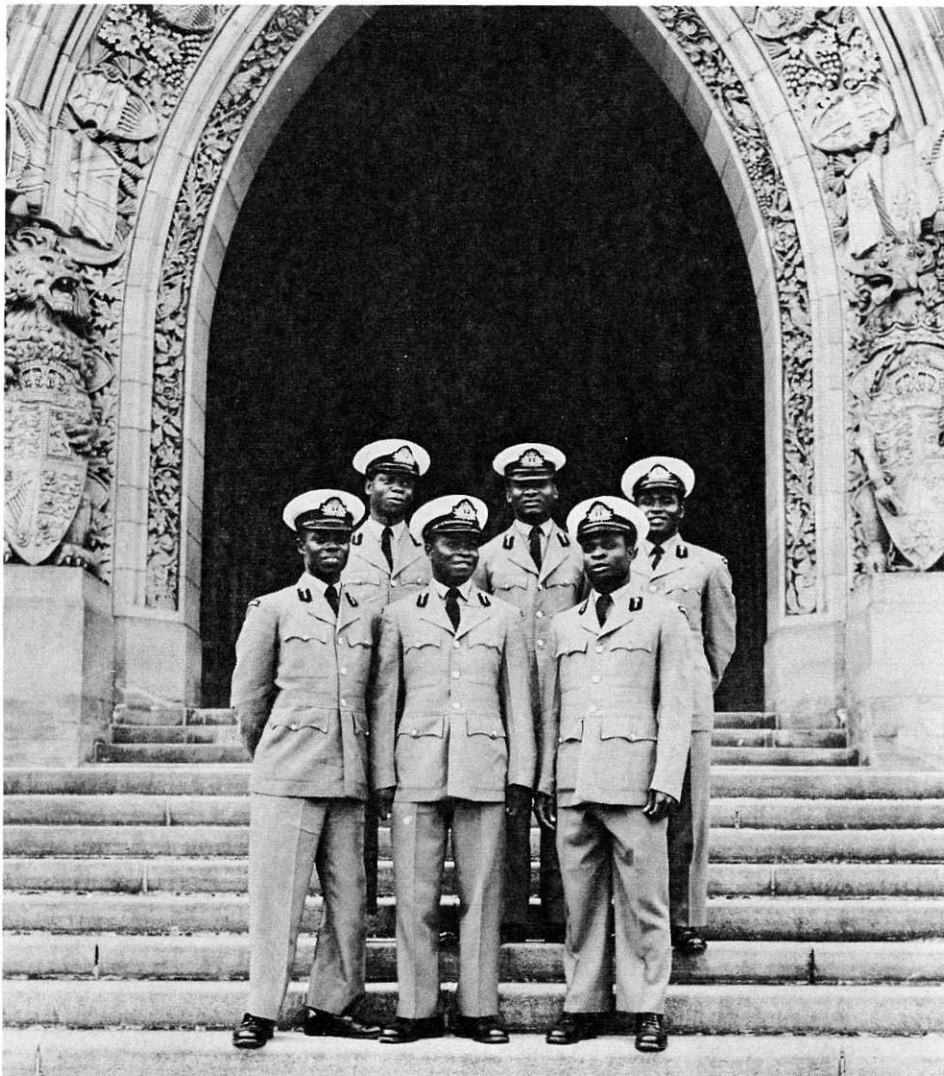
LT.-CDR. ERLING ALBERT PRESCOTT, CD; joined RCNVR September 10, 1940, as a victualling assistant; promoted to warrant officer (SB) on September 1, 1942; de-

mobilized November 3, 1945; entered the RCN(R) December 8, 1949; transferred to the RCN December 28, 1951; served in *Avalon*, *Givenchy*, *Naden*, *Stadacona*, *Cabot*, *Cornwallis*, *York*, *Nonsuch*, *Quadra*, *Patriot*; last appointment *Patriot*, on staff of Command Officer Sea Cadets as Deputy Command Sea Cadet Officer; commenced leave on August 21, 1963; retires on November 26, 1963.

LT.-CDR. STANLEY THOMAS RICHARDS, CD; joined RCN October 19, 1933, as a probationary sick bay attendant; promoted to acting warrant wardmaster, on June 1, 1942; served in *Naden*, *Burrard*, *Protector*, *Bytown*, *HMS Haslar*, *HMS Victory II*,

Skeena, *Ottawa*; last appointment Naval Headquarters, on staff of Surgeon General for Director Medical Plans and Requirements; commenced leave on August 26, 1963; retires on April 20, 1964.

CDR. WILFRED EWART SMITH, CD; joined RCNVR February 23, 1942 as a Sub-Lieutenant (SB); transferred to RCN, November 14, 1945; served in *York*, *Stadacona*, *Hochelaga*, *Bytown*, *Avalon*, *Poundmaker*, *Scotian*, *Nootka*, *Magnificent*, *Naden*; last appointment Naval Headquarters, on staff of Director Marine and Electrical Engineering (Electrical Engineering); commenced leave on August 5, 1963; retires on February 7, 1964.



Six Nigerian officer cadets, who began their training at HMCS *Venture* a year ago, paid a mid-summer visit to Ottawa and are seen here on the steps of the Centre Block of the Parliament Buildings. (O-15129)

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 June 1, 1963. Names are grouped according to trade.

Pacific Command

For Promotion to Chief Petty Officer First Class

C2BN4 Miller, I. W.....4318-E
C2SN4 Watson, R. B.....9671-E
C2RP4 Cooke, R. E.....5399-E
C2SG4 King, J. W.....5096-E
C2ER4 Pepper, C. J.21709-E
C2ET4 Jenkins, C. F.....3801-E
C2HT4 Raines, W. F.....51832-E
C2ST4 Gardner, A. F.....18344-E
C2CM4 Rodgers, J.....40619-E

For Promotion to Chief Petty Officer Second Class

P1BN4 Breen, G. H.....4992-E
P1WS3 Donaldson, G. B.....3900-E
P1FC4 Boon, R. J.....23800-E
P1WU4 Bottomley, B. R.....6724-E
P1WU4 Hogg, A.....23272-E
P1SN4 Millan, F.....2711-E
P1SG4 Gornouk, W. A.....11124-E
P1SG3 Olynick, A. G.5913-E
P1SG4 Wyatt, S. H.3619-E
P1RM3 Rands, H. A.....5747-E
P1ER4 Earnshaw, I. W.....9764-E
P1ER4 Harding, F. E.....9693-E
P1ER4 Luining, A. L.....22574-E
P1ER4 McGowan, H. A.....24045-E
P1ET4 Hamilton, D. W.....10275-E
P1LT4 Hill, S. W.....9973-E
P1HT4 Day, R. R.....9762-E
P1NS3 Rourke, D. J.....9928-E
P1CM4 Campsall, J. E.....8282-E
P1CD4 Ackerman, G. W.....4482-E

For Promotion to Petty Officer First Class

P2BN3 Bannerman, R. D.....5665-E
P2WS3 Cook, F. C.10292-E
P2FC4 Young, J. E.17311-E
P2WU4 Crowe, D. J.16797-E
P2SN3 Cathcart, D. S.....10377-E

P2SN3 Mackie, W. A.....24221-E
P2SN3 Pinard, J. B.....8698-E
P2RP3 Peterson, D. M.....14717-E
P2SG3 Semple, W. E.16200-E
P2RM3 Bellefontaine, E. J.12155-E
P2RM3 Freeman, G. F.....11182-E
P2RM3 Norman, G. M.....17077-E
P2RM3 Smith, W. M.....10991-E
P2RM3 Stephens, W. R.....6822-E
P2ER4 Bird, R. H.....7708-E
P2ER4 Yurgensen, W. G.....35262-E
P2ET3 Marshall, D. V.....14940-E
P2LT4 Clouston, W. J.....7993-E
P2LT4 Corder, E. J.....17205-E
P2HT4 Perron, G. E.....8027-E
P2NS3 Neal, C. F.....11798-E
P2CK3 Langlois, H. F.....9555-E
P2SW3 Klee, H. K.....51566-E
P2SW3 Smithson, G.....10325-E
P2MA4 Ames, R. K.....17096-E
P2BD3 Lother, P. W.....50543-E

Atlantic Command

For Promotion to Chief Petty Officer First Class

C2BN4 Wachowicz, A.4712-H
C2WS4 Bourret, H.....51440-H
C2FC4 Morrison, R. C.....5443-H
C2WU4 Buckland, J. R.....4517-H
C2SN4 Allday, B. J.....6627-H
C2RP4 Meadwell, J. G.....4981-H
C2SG4 McKellar, I. M.....4412-H
C2RM4 Layton, J. L.....4692-H
C2ER4 Bonner, L. R.....50635-H
C2ER4 Graham, C. E.....19522-H
C2ER4 Lennox, N. W.....14465-H
C2ET4 Reid, A. G.....6385-H
CC2LT4 Wings, G. H.....51464-H

C2HT4 Whitman, G. S.....51018-H
C2NA4 Saunders, J. E.....6906-H
C2AT4 Acquanno, F.....50301-H
C2WR4 Lambert, L. B.....50251-H
C2ST4 Jenkins, D. H.....5529-H
C2CM4 Marchment, G. R.....50558-H
C2CM4 Stevens, B. C.....51031-H
C2LA4 Joyce, F.....51538-H
C2MA4 Macdonald, J. J.....51724-H

For Promotion to Chief Petty Officer Second Class

P1BN4 Borgal, G. G.....3727-H
P1WS4 Derrick, J. H.....11627-H
P1WS3 Moffat, H. C.....7007-H
P1FC4 Donkin, C. F.....12100-F
P1WU4 Leger, J. W.....6569-H
P1WU4 Thorne, C. R.....51571-H
P1SN4 Diamond, A. J.....27158-H
P1RP4 McBride, F. C.....12305-H
P1RP4 McQuestion, R. J.....11512-H
P1RP4 Parise, E. J.....6414-H
P1RP4 Spence, K.12065-H
P1SG4 Beaver, K. J.....12058-H
P1SG4 Griffith, A. W.....11388-H
P1SG4 Martin, J. M.....10830-H
P1SG4 McGrath, S. J.....12106-H
P1RM3 Exley, E. W.....10523-H
P1ER4 Baner, W. H.....10729-H
P1ER4 Cooper, L. E.....9257-H
P1ER4 Dawson, A. R.....9507-H
P1ER4 Dowhey, S.4937-H
P1ER4 Dunbar, W. E.....22423-H
P1ER4 Golden, K. V.....22442-H
P1ER4 Mackin, W. A.....22665-H
P1ER4 McKinley, R. N.....34260-H
P1ER4 Pattison, C. D.....25629-H
P1ER4 Self, R. H.....30597-H
P1ER4 Vandrope, R. H.....29071-H
P1ET4 Dunbar, G. H.....24922-H
P1ET4 Kramer, F. G.....11294-H
P1ET4 Macdonald, C.....12293-H
P1LT4 Green, J. E.....11924-E



P1HT4	Shedlowski, R.	6451-H
P1NA4	Bonneau, J. L.	11360-H
P1AM3	Leclerc, J. C.	5900-H
P1AT4	Davis, D. R.	50646-E
P1AT4	Greenwood, H. M.	50833-H
P1EA3	Abbott, R. P.	51842-H
P1RA4	Miller, S. R.	1174-E
P1AW3	Lovett, W. A.	6748-H
P1CM4	Carmichael, R. J.	10512-H
P1LA4	Applejohn, R. H.	51458-H
P1RR4	Dalglish, T. E.	7391-H
P1HA4	Fortin, E. B.	9914-E
P1CD4	Robinson, B. W.	13201-H
P1MO4	Pilger, C. V.	8673-H

*For Promotion to
Petty Officer First Class*

P2BN3	Farrell, C. S.	12154-E
P2BN3	Thompson, J. J.	13049-H
P2WS3	McLeod, W.	25506-H
P2WS3	Sheehy, R.	10591-H
P2FC3	Pouliot, L. P.	16544-H

P2WU3	Allison, R. J.	35655-H
P2WU4	Ambrose, P. J.	28271-H
P2WU3	Anderson, J. C.	24521-H
P2WU3	Burke, G. A.	12862-H
P2WU3	Guinchard, R. H.	13621-H
P2WU3	Leslie, A.	14163-H
P2WU4	McGregor, R. H.	19618-H

P2SN3	Blondin, R. G.	18081-H
P2SN4	Campbell, G. A.	18223-H
P2SN3	Clark, R. B.	14551-H
P2SN3	Doubleday, H. E.	12294-H
P2SN3	Howe, R.	25398-H
P2SN3	Long, M. A.	11467-H
P2SN3	Morgan, C. E.	26949-H
P2SN3	Paquette, J. E.	13421-H

P2RP3	Rycroft, V. S.	8815-H
P2SG3	Aggett, R. G.	16477-H
P2SG3	Bohn, T. E.	11613-H
P2SG3	Forbes, J. A.	24097-H
P2SG3	Gerrard, W. T.	10924-H

P2RM3	Campbell, G. E.	13077-H
P2RM3	Cruddas, J. J.	18149-H
P2RM3	Dawson, G. A.	13536-H
P2RM3	Foot, P.	13725-H
P2RM3	Titford, C. W.	11822-H
P2ER3	Allen, M. H.	16183-H
P2ER4	Barr, P. J.	12562-H
P2ER4	Backett, R. D.	24543-H
P2ER3	Bell, C. A.	11877-H
P2ER3	Bergeron, P. J.	28449-H
P2ER3	Black, W. R.	16699-H
P2ER3	Blommaert, A. J.	14470-H
P2ER4	Bruce, W. E.	16011-H
P2ER3	Canniff, P. J.	39161-H
P2ER4	Cavana, J. W.	26453-H
P2ER4	Ciappara, N.	39116-H
P2ER4	Connors, M. R.	14573-H
P2ER3	Crawford, C. C.	16140-H
P2ER4	Currie, R. L.	15736-H
P2ER3	Freeman, P. D.	13590-H
P2ER3	Gamelin, S. O.	16022-H
P2ER3	Grenier, J. O.	14053-H
P2ER3	Grist, C. B.	19955-H
P2ER4	Hamer, C. A.	25461-H
P2ER3	Hardy, M. J.	32076-H
P2ER4	Harnett, W. N.	14558-H

P2ER3	Harrett, C. G.	30573-H
P2ER3	Haynes, J. H.	13565-H
P2ER4	Hill, M. J.	26230-H
P2ER3	Hill, K. M.	25030-H
P2ER3	Igoe, J. M.	25471-H
P2ER3	Jackson, R. H.	7341-H
P2ER4	Jenns, G. S.	23249-H
P2ER4	Jessiman, H. R.	7223-H
P2ER3	Johnston, J.	18231-H
P2ER4	Jones, B. E.	22302-H
P2ER3	Jones, S. H.	10224-H
P2ER4	Kaye, R. L.	10731-H
P2ER3	Kohls, E. W.	11896-H
P2ER3	Lacroix, R. G.	22430-H
P2ER4	Leal, E. R.	29995-H
P2ER4	Legard, L. A.	26274-H
P2ER4	Loughran, G. J.	38396-H
P2ER4	Mackenzie, J. R.	26095-H
P2ER3	Mackintosh, R. M.	12349-H
P2ER4	McCulloch, J. C.	11532-H
P2ER4	McIntyre, C. H.	7347-H
P2ER4	E. B. McIntyre	18099-H
P2ER4	McLaughlin, J. D.	16807-H
P2ER4	Morris, J. D.	16116-H
P2ER4	Pennell, D. J.	13693-H
P2ER4	Poidevin, J. J.	16115-H
P2ER4	Rabideau, F.	19937-H
P2ER4	Rae, D. W.	7270-H
P2ER4	Reid, R. J.	9103-H
P2ER4	Riddiford, D. B.	26716-H
P2ER3	Ryan, E. T.	43334-H
P2ER4	Smith, W. C.	25168-H
P2ER3	Trudeau, A. J.	13400-H
P2ER4	Upcott, G. B.	18091-H

LETTER

Sir:

The article "The New Hydrofoil" in the July issue of *The Crowsnest* draws attention to the prospect that in a few years a valuable new type of ship may be available for service in the RCN and other navies, thanks to Canadian technical initiative and foresight, backed up by a substantial research and development effort. The Defence Research Board and its Naval Research Establishment, aided all along by enthusiastic support from RCN technical officers, are pleased to deserve a large share of the credit for the progress to date. But, having been the Chief Superintendent of NRE in 1951 when that laboratory took over responsibility for conducting experiments with the 45-foot hydrofoil boat, *Massawippi*, I feel it should be recognized that major credit for initially arousing the interest of DRB in the naval potential of hydrofoil craft belongs to the *Massawippi's* owner, Cdr. D. M. Hodgson, RCNR, of Montreal, whose personal resource and effort sustained experimentation with hydrofoils at a time when it would otherwise surely have expired.

Yours sincerely,

J. E. KEYSTON

Vice-Chairman,
Defence Research Board

OTTAWA

P2ER4	Urquhart, I. A.	25045-H
P2ER3	Whittaker, V. P.	9218-H
P2ER4	Wiens, F. N.	10880-H
P2ER3	Wright, W. A.	10899-H

P2ET4	Lauzon, R. J.	24540-H
P2ET4	Watkins, P. D.	9364-H

P2LT4	Beaupre, G. R.	26381-H
P2LT4	Bessem, N. I.	17610-H
P2LT3	Harvie, R. M.	15937-H
P2LT3	McNaughton, G. W.	26940-H
P2LT4	Reed, N. W.	31255-H
P2LT4	Simmons, D. C.	25922-H

P2WA3	Baldwin, C. W.	13354-H
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P2NA4	Brooks, D. C.	7933-H
P2NA3	Greenbury, R. B.	16063-H

P2AM3	Labrie, J. L.	9904-H
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P2AT3	Smethurst, W. E.	15814-H
P2AT3	Snooks, F. E.	13600-H
P2AT3	Stapleford, G. D.	25392-H

P2EA4	Mercer, C. E.	19253-H
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P2RA4	Bailey, C. J.	10711-E
P2RA4	Ley, C. T.	24965-H

P2AW3	Penware, R. H.	12287-H
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P2PW3	Blackbeard, D. G.	15861-H
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P2VS3	Taggart, R. A.	13255-H
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P2NS3	Paradis, J. H.	9863-H
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P2CK3	Palmer, J.	50680-H
P2CK3	Stafford, R. D.	12308-H

P2SW3	Hounsell, L.	13549-H
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P2MA3	Beaudry, J. A. R.	18554-H
P2MA4	Evans, P. J.	31226-H
P2MA4	Lallier, J. J.	17974-H
P2MA3	Lee, G. A.	32960-H

P2CD3	Cripps, I. R.	16617-H
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P2PT3	Shanks, R. F.	11736-H
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P2BD3	Fisher, R. E.	10119-H
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Wrens

*For Promotion to
Petty Officer First Class*

P2MX3	Rowley, G. I.	W-36433
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Supplementary Radio Stations

*For Promotion to
Chief Petty Officer Second Class*

P1RS4	Eckstein, B. C.	5704-G
P1RS4	Hudson, N. R.	5133-G
P1RS4	Krafft, K. E.	6217-G
P1RS4	Lamorie, R. N.	13012-G
P1RS4	Lacellan, R. J.	12216-G
P1RS4	Todd, G. D.	14326-G

*For Promotion to
Petty Officer First Class*

P2RS3	Campbell, E. E.	14545-G
P2RS3	Dodd, N. G.	9207-G
P2RS3	Gouchie, K. J.	143503-G
P2RS3	Lane, G. H.	11802-G
P2RS3	Perry, N. A.	10887-G
P2RS3	Ward, G. R.	18904-G

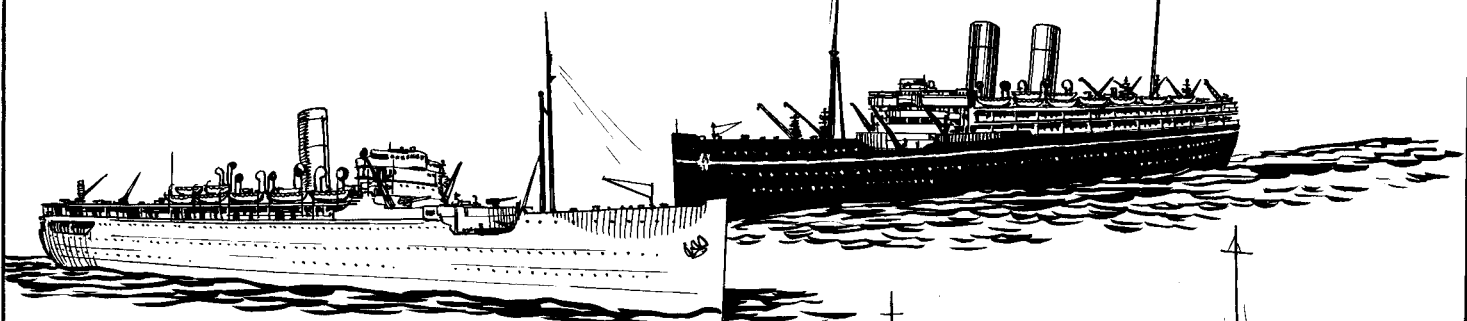
Naval Lore Corner

Number 120 LINERS AT WAR

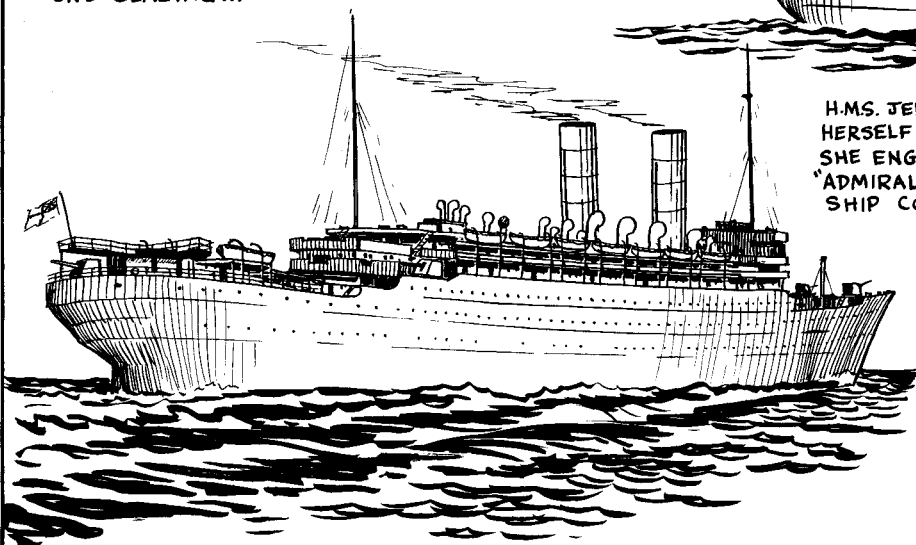
MANY FAST LINERS "JOINED THE NAVY" EARLY IN BOTH WORLD WARS TO SERVE AS ARMED MERCHANT CRUISERS (AMCs). THEY WERE ARMED AND USED TO PATROL THE SEA LANES AND TO PROTECT CONVOYS FROM RAIDERS. WHEN THIS THREAT WAS ELIMINATED THEY WERE CONVERTED TO OTHER EMPLOYMENT...



THE 460-FOOT BLUE FUNNEL LINER "MENESTHEUS" WAS ORIGINALLY EMPLOYED AS A MINELAYER (RIGHT) AND SAW SERVICE IN ENEMY WATERS. IN 1945 SHE WAS CONVERTED (IN VANCOUVER) INTO AN "AMENITIES" SHIP FOR THE BRITISH FORCES IN THE PACIFIC (ABOVE). MANNED BY THE M.N., HER FACILITIES INCLUDED A 400-SEAT THEATRE, BREWERY AND FEMALE FORCES QUARTERS. HER FORE FUNNEL WAS A DUMMY...



THE 17,000-TON P&O. LINER "RAWALPINDI" (FAR RIGHT) WAS ONE OF THE FIRST LINERS IN WORLD WAR II TO BE CONVERTED INTO AN 'AMC' (ABOVE) ... AND ONE OF THE MOST GALLANT. SHE SINGLE-HANDEDLY ENGAGED THE GERMAN BATTLECRUISERS 'GNEISENAU' AND 'SCHARNHORST' WHILE ON PATROL IN THE DENMARK STRAIT WITH HER EIGHT WORLD WAR I 6-INCH GUNS, AND SANK WITH HER GUNS BLAZING...



H.M.S. JERVIS BAY (ABOVE) GLORIOUSLY SACRIFICED HERSELF ON 5 NOV, 1940 IN MID-ATLANTIC AS SHE ENGAGED THE GERMAN POCKET BATTLESHIP "ADMIRAL SCHEER", THEREBY ENABLING HER 37-SHIP CONVOY TO DISPERSE. 22 REACHED PORT...

IN WORLD WAR I, THE EX-CUNARDER H.M.S. CARMANIA (LEFT) (19,500 TONS), AN AUXILIARY CRUISER WITH EIGHT 4.7-INCH GUNS, ENGAGED THE GERMAN HAMBURG-AMERIKA LINER "CAP TRAFALGAR", 18,500 TONS (A RAIDER DISGUISED AS AN UNION CASTLE LINER) ON 14 SEPT., 1914 OFF THE COAST OF BRAZIL. THEY FOUGHT A SHARP BATTLE IN WHICH BOTH SIDES FOUGHT GALLANTLY. THE "CAP TRAFALGAR" (TWO 4.1-INCH GUNS, 6 POM-POMS) FINALLY ROLLED OVER AND SANK. H.M.S. CARMANIA LIMPED BACK TO GIBRALTER...

Roger Duhamel

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