

The CROWSNEST

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The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

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CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Gull Warfare</i>	5
<i>The Comptroller General Branch</i>	8
<i>New Communication System</i>	10
<i>Officers and Men</i>	11
<i>Rescue Awards</i>	14
<i>Home from the Sea</i>	16
<i>Here and There in the RCN</i>	18
<i>Afloat and Ashore</i>	20
<i>The Navy Plays</i>	24
<i>Retirements</i>	26
<i>The New Pay Schedule</i>	27
<i>Officers Retire</i>	28
<i>Naval Lore Corner No. 137</i>	Inside Back Cover

The Cover—Shortly after 9 am on the morning of May 7, 1945, word flashed through HMC Dockyard at Halifax that the surrender had been signed in Europe. Ships in harbour blew their sirens till the steam was gone, made smoke, fired rockets and hoisted all the bunting they could muster. The cover scene was photographed at Jetty 5, where three rows of corvettes and minesweepers were secured five abreast. (Photo by W. R. Carty, NRE, Dartmouth)

LADY OF THE MONTH

Submarines, in their general appearance, are usually thought of as sinister rather than beautiful, but they can, as HMCS *Grilse* demonstrates on the opposite page, look sturdy, purposeful and, in fact, graceful.

The *Grilse* celebrated her fourth birthday as an RCN submarine on May 11, the day in 1961 on which she was acquired on loan from the U.S. Navy. She has been busy ever since training ships in the Pacific Command in the art of anti-submarine warfare. (E-79961)

NOTICE

This is the next to last issue of The Crowsnest. In place of the three service magazines — The Crowsnest, Canadian Army Journal and Roundel—there is to be a single, comprehensive magazine for the Canadian forces.

Now in an advanced planning stage, the new magazine is scheduled to begin publication early in the fall. It will embody many of the features of the present magazines and will be produced in English and French.

Like the present magazines, the new publication will depend very largely for its content on voluntary contributions from members of the forces, of all ranks, at headquarters and in the field, in Canada and abroad. The primary purpose of the magazine will be to inform—to inform those who serve in and with the forces, and former members of the services, of events and activities, of new policies, plans and developments. There will be a place for thoughtful articles, and for flashbacks into history. Humour will be welcomed.

More detailed plans for the new publication will be announced in the June issue of The Crowsnest. Meanwhile, Crowsnest correspondents and contributors are asked to carry on, and to submit material for possible use in the new magazine.

Subscriptions to The Crowsnest will be automatically applied to the new magazine. Subscribers who do not wish to receive it may apply to the Queen's Printer for a rebate.



RCN NEWS REVIEW

The German submarine U-190 slides quietly to a mooring in the harbour of St. John's Nfld., one of two surrendered U-boats taken to Canadian ports 20 years ago in May. The other was U-889 which was escorted to Shelburne, N.S. From September 1941 to March 1945 RCN warships destroyed or helped to destroy a total of 29 enemy submarines, most of them in the Battle of the Atlantic which lasted throughout the Second World War. (Z-1475)

Four Warships on European Cruise

Four ships of the RCN Atlantic Command sailed from Halifax May 4 on a two-month training cruise to British and Scandinavian waters.

They are the aircraft carrier *Bona-venture*, destroyer escorts *Ottawa* and *Chaudiere* and the operational support ship *Provider*. They were to be joined in mid-June by the helicopter destroyer *Assiniboine* for exercises with units of the Royal Navy in home waters.

The ship's program includes visits, either singly or in pairs, to ports in Great Britain and to Copenhagen, Denmark, Stockholm, Sweden, and Helsinki, Finland.

The *Provider* was to support them in British waters in the latter part of May, return to Halifax until mid-June and then proceed again to British waters, returning home in company with the others July 9.

Battle of Atlantic Sunday Observed

Battle of the Atlantic Sunday was observed across Canada on Sunday, May 2, with church parades and commemorative ceremonies by serving naval personnel and veterans of the navy and the merchant marine.

This year's services observed, in particular, the 20th anniversary of the end of the Atlantic battle, longest of the Second World War.

It was a battle toward which the Royal Canadian Navy directed most of its effort and in which the RCN came to play a major part.

From a tiny force of six destroyers and five minesweepers, the RCN grew to a strength of nearly 400 combat ships. From a manpower of less than 3,600 regular and reserve, at the outset, it attained a personnel strength of nearly 100,000 men and women. Thousands of other Canadians served in the merchant vessels which carried the supplies without which the battle of Europe could not have been won.

Navy Thanked by City of LaSalle

The City of LaSalle has expressed in formal terms the thanks that earlier were conveyed spontaneously to HMCS *Hochelaga* and the Navy Supply Depot for assistance given in the explosion and fire on March 1.

At a meeting of the LaSalle City Council the following resolution was adopted unanimously.

"That the Mayor, Council and citizens of the City of LaSalle heartily thank all individuals, companies, and associations, and in particular the Royal Canadian Naval Supply Depot, who impulsively demonstrated their sympathy by every kind of estimable aid, contributed in person or through their employees and equipment, during the tragic accident of the first of March.

"Their humanitarian actions will be engraved forever in the memory of us all."

The RCN became the third largest allied navy. In 1944 the entire responsibility of providing close support for North Atlantic trade convoys was undertaken by the RCN. That year Canadians shared in the destruction of 14 U-boats, and in 1945, 20 years ago, all-Canadian efforts accounted for another three.

There were losses, too, as the Atlantic battle drew to a close. The corvette *Trentonian* was torpedoed and lost near Falmouth on February 22. On March 17, the Bangor minesweeper *Guysborough* was torpedoed off the Bay of Biscay and on April 16 another Bangor, HMCS *Esquimalt*, was torpedoed in the Halifax approaches.

Battle of Atlantic Sunday coincided with the beginning of the Navy League of Canada's Navy League Week in which public attention was drawn to naval matters and programs were arranged to encourage interest in the League's Sea Cadet movement.

Cardinal Roy Lauds Forces

A tribute to the Canadian forces, to their achievements in the past and their present dedication to the nation's service, was paid by His Eminence Cardinal Maurice L. Roy, military vicar, in an address in Quebec City March 7.

The occasion was a dinner honouring Cardinal Roy on his return to Canada a week after he had been elevated to the College of Cardinals by Pope Paul

VI in Rome. More than 500 ecclesiastical and lay guests, including a number of armed forces chaplains, the Papal Nuncio, Defence Minister Paul Hellyer, Justice Minister Guy Favreau and Premier Jean Lesage of Quebec, attended the dinner.

Speaking in French and English, Cardinal Roy referred to his long and close association with the armed forces, first as a war-time army chaplain, and more recently as Chaplain General (RC) to all three services.

"Among those who have represented and still represent Canada in other countries, besides its ambassadors, are members of its armed forces," he said.

"I could not listen without deep emotion to what was said a few minutes ago about my military record . . . I began as a member of the Army, and it is now my privilege, as a military vicar, to have an equal responsibility for our three armed forces. I have not relinquished the Army, but now I belong equally to the Navy and to the Air Force.

"It would be a mistake to think that the armed forces in peace time are just a sort of ornament in the country. They are a great force, a great family of those who are prepared for any difficult action they may be called on to perform in the service of the country as a whole.

"They are those who have completely dedicated themselves to the common weal, to the common good of the nation, and in so doing, they accept obedience, they accept sacrifice, and they set a great example for all citizens to follow."

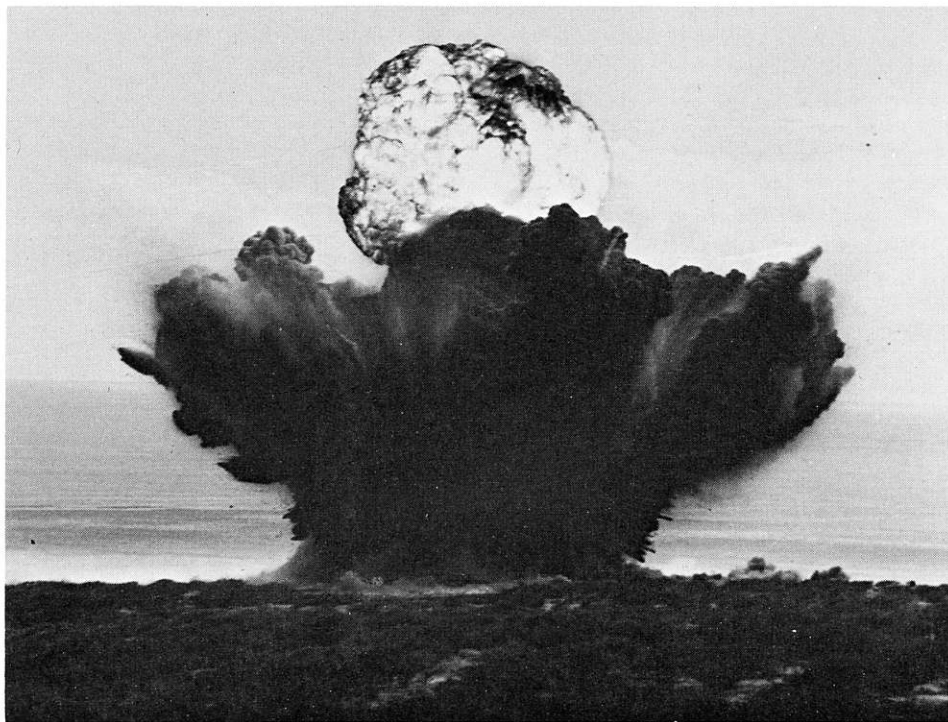
Fraser Exposed To Second Blast

The destroyer escort *Fraser* returned to Esquimalt on April 28 from the Hawaiian Islands where on Good Friday she participated in a 500-ton TNT blast.

The *Fraser* took part in two 500-ton TNT blasts in the Hawaiian Islands area. The first was held February. Purpose of the big blasts was to test warship's ability to withstand severe air shocks. In each test, three ships of the United States Navy also participated.

HMCS *Fraser*, a member of the St. Laurent class of destroyer escorts, will soon leave the Pacific Command of the RCN and proceed to the East Coast. She will undergo a major conversion at Canadian Vickers Ltd., in Montreal. The job will include the installation of a helicopter hangar and flight deck, and variable depth sonar at her stern.

The second Sailor Hat 500-ton TNT charge was detonated at 3:21 p.m. April 16 on the southwest corner of Kahoolawe island.



The Second Sailor Hat test charge is detonated on Kahoolawe island, Hawaii, to determine the blast effect on modern ships and weapon system. The 500-ton charge was detonated by the U.S. Navy at 3:21 pm, April 16, one of the ships exposed to the blast being HMCS *Fraser*. The Sailor Hat tests, conducted by the USN under the sponsorship of the Defence Atomic Support Agency, will end with the third and final detonation in mid-June. The first detonation occurred on Feb. 6, with the *Fraser* present on that occasion. (U.S. Navy Photo)

The test originally was scheduled for April 15 but Rear-Admiral Henry S. Persons, Hawaiian Sea Frontier Commander and commander of the Sailor Hat project in Hawaii, called a 24-hour delay due to adverse wind conditions in the area.

Ships participating in the test to determine the blast effect of high intensity explosions to modern ships and weapon systems were the ex-cruiser USS *Atlanta*, the guided missile frigate USS *England*, the guided missile destroyer USS *Benjamin Stoddert* and the *Fraser*.

The final detonation in the three-test series is scheduled for mid-June but the *Fraser* will not participate.

The tests are being conducted by the U.S. Navy under the sponsorship of the Defence Atomic Support Agency.

British, U.S. Ships at Esquimalt

The Pacific Command welcomed two interesting ships of different navies on April 29 and 30.

First to reach Esquimalt was the United States Navy's radar picket ship USS *Interpreter*. She arrived on the morning of April 29 and secured at the Government Jetty adjacent to *Naden*.

The *Interpreter* remained until Monday, May 3, and held open house on Saturday afternoon.

The Royal Navy's guided missile destroyer HMS *Kent* arrived on Friday morning and secured at "A" jetty in HMC Dockyard. The ship held open house on Saturday and Sunday, May 1 and 2. She sailed the morning of May 5 for Vancouver.

Personnel from both visiting ships on Sunday, May 2, joined the Pacific Command in the annual observance of Battle of Atlantic Sunday. Nearly 4,000 officers and men of the Command at special services that morning paid tribute to the memory of sailors who gave their lives in the North Atlantic during World War Two.

Keel of "O" Class Submarine Laid

The keel of the third "O" class submarine to be built at Chatham dockyard, England, for the Royal Canadian Navy was laid on Thursday, March 27. To be named *Okanagan* when she is launched next year, the submarine will in the meantime be known by her hull number, SS74.

The first of the Canadian "O" class submarines, the *Ojibwa*, was launched at Chatham last year and the keel of the second, SS73, to be named *Onondaga*, was laid last June.

SS74 is the 57th submarine to be built at Chatham.

The new submarine will be fitted to fire homing torpedoes and will have the latest detection equipment. She will be capable of high underwater speeds and will be able to maintain continuous submerged patrols for long periods in any climate.

At Chatham, the keel-laying ceremony is traditionally carried out by wives of dockyard officers and on this most recent occasion was presided over by Mrs. Hogg, wife of Rear-Admiral I. L. T. Hogg, Flag Officer Medway and Admiral Superintendent of Chatham dockyard.

Ships Invited To Trade Fair

At the invitation of the Department of Trade and Commerce, three Royal Canadian Navy warships, in the course of a training cruise to the Far East,

were in Tokyo in April in conjunction with the International Trade Fair there.

The Trade and Commerce department has a large exhibit at the fair and the presence of the three Canadian ships in port was intended to augment interest in Canadian affairs.

The destroyer escorts *Mackenzie* and *Saskatchewan* and the ocean escort *Beacon Hill* sailed Feb. 22 from Esquimalt, and returned to base May 13. The escorts conducted inter-ship exercises en route and 15 sea cadets from across Canada were embarked for special training.

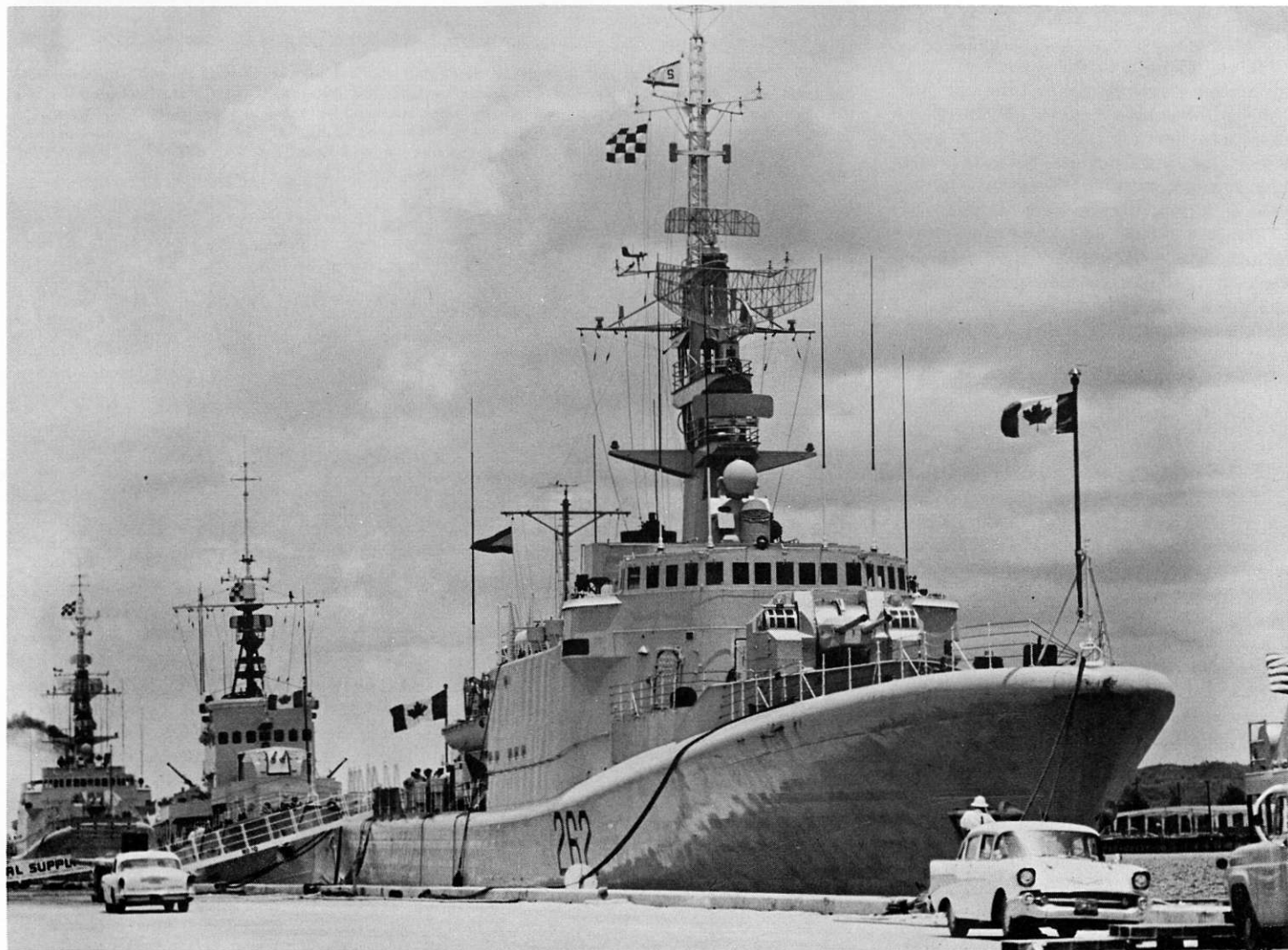
Ports of call en route to the Far East were Pearl Harbour, Hawaii, Midway and Guam. The ships paid visits to Hong Kong (March 29-April 3), Yokasuka, Japan (April 8-21), Tokyo (April 22-27) and made a fuelling stop at Adak in the Aleutians (May 5-6) on the way home.

West Coast Ships Share in Exercise

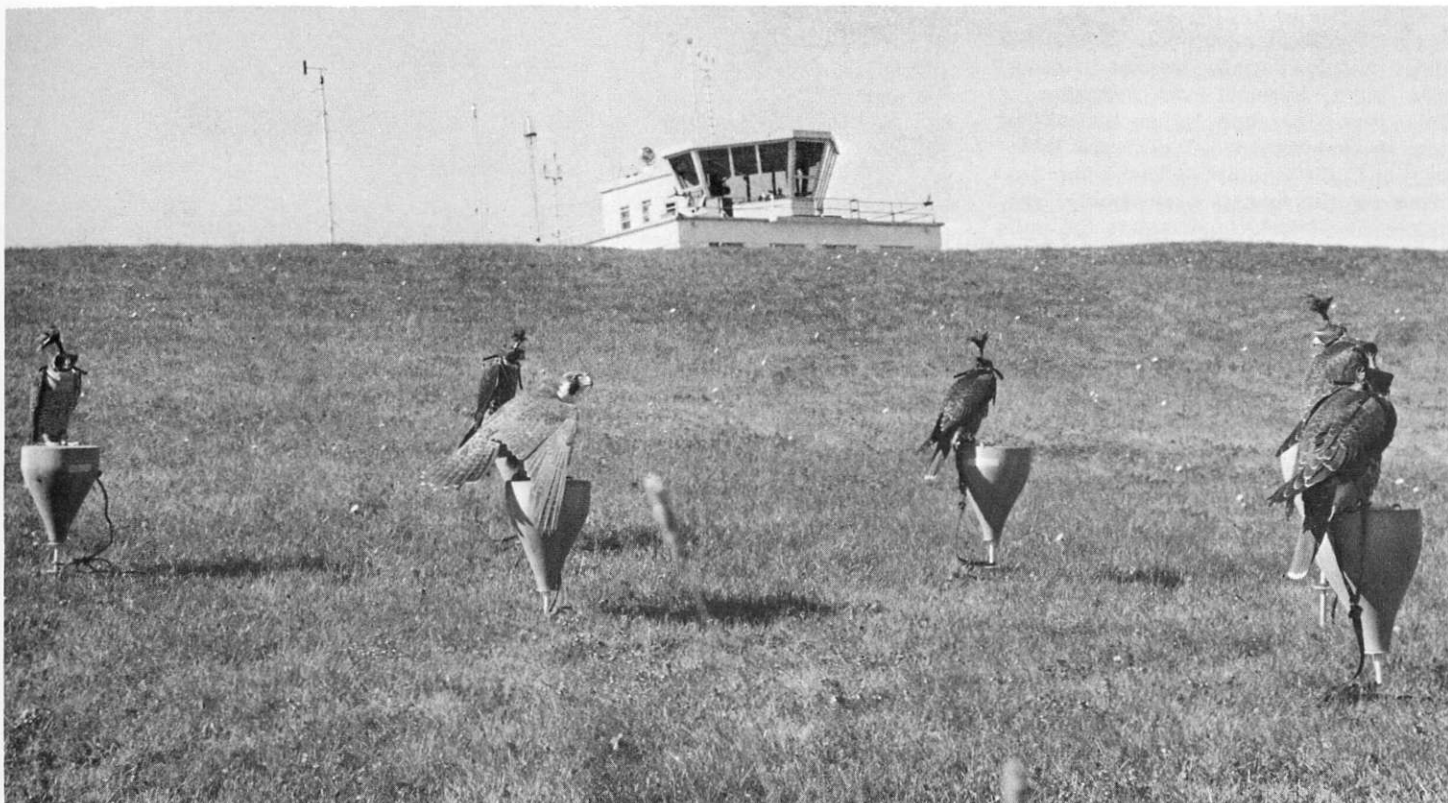
The destroyer escort *Qu'Appelle* and ocean escorts *Jonquiere* and *Ste. Therese* sailed from Esquimalt on March 17 for exercises off the U.S. west coast. Later they rendezvoused with HMCS *Yukon*, *Sussexvale* and *New Glasgow*, which were returning from a 10-week training cruise that took them to Central America.

A three-day liberty and recreation visit to Portland, Ore., was made by the *Qu'Appelle*, *Jonquiere* and *Ste. Therese* from March 19 to 23. Leaving Portland, they were joined for work-up exercises by the RCN's submarine *Grilse* at the mouth of the Columbia River. The *Qu'Appelle* left the group and returned to Esquimalt on March 26.

The ocean escorts *Jonquiere* and *Ste. Therese* and the submarine, exercising en route, visited San Francisco for the week-end of March 27-28.



Ships of the Second Canadian Escort Squadron berth at Guam, the Marianas Islands, during their Far East training cruise. In the foreground is the destroyer escort *Saskatchewan* with the ocean escort HMCS *Beacon Hill* and the destroyer escort *Mackenzie* astern of her. The ships left Esquimalt on a three-month cruise in February. (CCC2-1770)



Falcons, all hooded except one poised for the take-off, sit quietly on their perches near the control tower at Shearwater. Experiments carried out at the naval air station indicated that the mere presence of the falcons was usually enough to keep seagulls away from the runways. (DNS-34353)

GULL WARFARE

NOTHING CAN MATCH the stubbornness of birds when they are determined to stay in their familiar haunts, even if it means risking collision with screaming jet aircrafts.

Just how stubborn gulls can be was demonstrated by birds feeding on a garbage dump at the end of a Lakehead airfield runway. The gulls would often permit themselves to be buried alive by the bulldozer engaged in covering the garbage, rather than give up their place at the dinner table.

The result of collisions between aircraft and birds is always deadly to the latter and may do considerable damage to the aircraft, although no fatal crashes due to this cause are known to have occurred in Canada. However, property damage over a five-year period has been estimated to have cost airline operators in Canada nearly \$1 million.

Scientists trying to find some way of eliminating bird strikes to aircraft consider that the problem probably goes back to the very beginnings of heavier-than-air flight. Gulls and other birds nest in large numbers along the North Carolina coast where Wilbur and Orville

Wright carried out their experiments at Kitty Hawk.

In those early days, the air speed of the machines was so low that the birds were probably able to dodge in time to prevent a disaster on either side. Now that aircraft speeds have increased, the frequency and violence of impacts with birds have gone up and what was a minor nuisance has become a major hazard. At the very least, the inhalation of a bird by a jet aircraft can cause costly engine damage.

Outside Canada, according to a National Research Council report, at least two fatal civilian air crashes and three military crashes have been directly attributed to bird collisions. In these crashes, 82 people lost their lives.

At the request of the deputy minister of the Department of Transport, the National Research Council has undertaken to investigate possible solutions to this serious and difficult problem. This has resulted in the establishment of the group now known as the Associate Committee on Bird Hazards to Aircraft. This committee includes not only NRC

personnel but also representatives from government and private aeronautical groups, other research and operational organizations and includes biologists from within and without the government services.

The committee made a study of the factors affecting the number of birds frequenting 30 problem airports in Canada and four RCAF stations in Europe. Various methods of dispersing birds at airports were studied and some were put into effect both experimentally and operationally. Fireworks and automatic acetylene exploders were tried out at some airports, particularly at Vancouver, but a quieter method, that of using falcons, was experimented with at Victoria airport and HMCS Shearwater.

The main objective in using falcons is not to kill the seagulls or other birds frequenting the runways but to kindle their natural fear of birds of prey. Although the falcons are frequently flown against the gulls, they are usually trained not to attack. Some falconers think an occasional kill increases the gulls' response to the threat.

Ordinarily peregrine falcons (the kind used at *Shearwater*) will not attack gulls, unless specially trained to do so. The gulls, however, are unaware of this. Peregrines have other limitations, too, in that they won't do night interceptions, for example. The committee tried out the larger, more deadly, gyrfalcon at Victoria to persuade the gulls to stay away from areas where they are not welcome, and found the peregrines were just as effective.

The art of falconry makes use not only of the long-winged hawks commonly known as falcons, but also of hawks of many varieties, even including eagles. In fact, the Chinese golden eagle is the only variety known to be capable of being taught to "retrieve", or return to the handler with its kill. The others would, if they acted according to their instincts, attack, kill and devour their quarry. They are taught to return at the falconer's signal, often a flashing lure, swung at the end of a rope, accompanied by a whistle. The bird is rewarded for obeying the signal.

It is said that even owls can be trained in falconry and it is to be expected that an attempt would have been made to train almost every bird of prey, since falconry has existed for about 4,000 years. Question: Could owls be trained as "night fighters"?

The tests have established that falcons are quite effective in keeping the gulls at a distance, but they do not appear to be a complete answer to the problem. For one thing, they have to be kept for long periods each day in the vicinity of the runway with the falconer present and in communication with the tower by walkie-talkie.

An essential in controlling the birds is to clear out brush and rough areas so that the landing field becomes unsuitable for nesting or feeding. This won't stop the gulls from using the field as a resting place and this is where falcons and noisemakers prove useful. Acetylene bangers will frighten ducks and other water fowl which have had the experience of being hunted, but seagulls require visual effects such as smoke and flame in addition to the noise, plus an occasional charge of birdshot to eliminate the more stubborn birds. Smoke and noise-making shells fired from Very pistols and shotguns are effective and the presence of the men handling them also adds to their influence.

Use is also made of recorded distress calls. Starlings will flee from the distress calls of their kind. Gulls react the other way—they gather around to see what is causing the trouble and may



Swift, fierce, keen-sighted, the peregrine falcon, nevertheless, has to be taught to pursue seagulls, which are not its usual prey. Naval veterans of the Second World War will recall HMCS Peregrine, the discharge centre in Halifax, also known as "Ex-Y Depot", from its former association with the RCAF. (DNS-34240)

then be dispersed by the means mentioned above.

Not only is the committee on bird hazards concerned with the birds actually in the airport area, but work is also being done under contract by the Canadian Wildlife Service with a view to learning more about bird movements by the use of radar. Efforts are also being made to establish a continental radar warning system to detect major migrations of large birds, which can pose a real hazard to aircraft in flight.

The committee's co-operation with national and international agencies has contributed to having the bird hazard problem brought before the International Civil Aviation Organization for a

study so that this worldwide problem may be finally solved on an international basis, an NRC report notes.

No easy solution to the bird problem is expected. The U.S. Navy and the U.S. Fish and Wildlife Service, with the co-operation of Pennsylvania State University, has been battling the albatross, otherwise known as "gooney bird", on the Midway Islands since the Second World War and only recently has there been hope that victory may be in sight.

The "gooney" is a substantial bird, with a wing-spread that may reach 17 feet. A collision between bird and aircraft is no laughing matter for either party.

During the war the USN destroyed from 50,000 to 80,000 birds, eggs and nests and hardly made a dent in the bird population.

About 11 years ago the Fish and Wildlife Service tried to persuade the gooney birds to move on by sending clouds of smoke over the nesting area, firing flares, burning truck tires and using mortars and bazookas. The gooneys showed no sign of annoyance.

So, in 1944, the Wildlife Service destroyed 200,000 eggs and, again, it did not seem to make any difference to the number of birds.

The Pennsylvania State University's approach was to subject the birds to nasty smells, charged wires and flap-

ping cloths. This disturbed the gooneys, but only to the extent of increasing their soaring activities, which wasn't much help.

Gooneys, like aircraft, need a good run to take off and land and the USN had long recognized that this was why the birds like to loiter near the runways. In 1959, the Navy tried building the birds runways for their personal use. They continued to like the Navy runways better.

Back came the Fish and Wildlife Service with carbide cannon noisemakers. The birds were only mildly interested. They looked around to see where the noise was coming from.

Then someone in the Navy had a

bright idea. Concrete was poured over the nesting areas in the sand where the runways intersected. It was the nearest thing to an answer yet. The birds moved back from the runways to new nesting areas, thus cutting down the bird density in the areas where the aircraft were landing and taking off.

But a writer on the subject in *The Journal of the Armed Forces*, published in Washington, was not convinced that the gooney would become discouraged enough to move to new island nesting places and observed that "those familiar with the history of the fight will not be entirely surprised if the indomitable gooney finds that it likes acres and acres of new concrete nests."

1,000 METAL REPAIRMEN

IN 10 YEARS of employment as aircraft metal repairs instructor in the Fleet School, Groundcrew Division, in HMCS *Shearwater*, Elmer MacDonald has trained 1,000 naval aviation tradesmen in aircraft metal repair techniques.

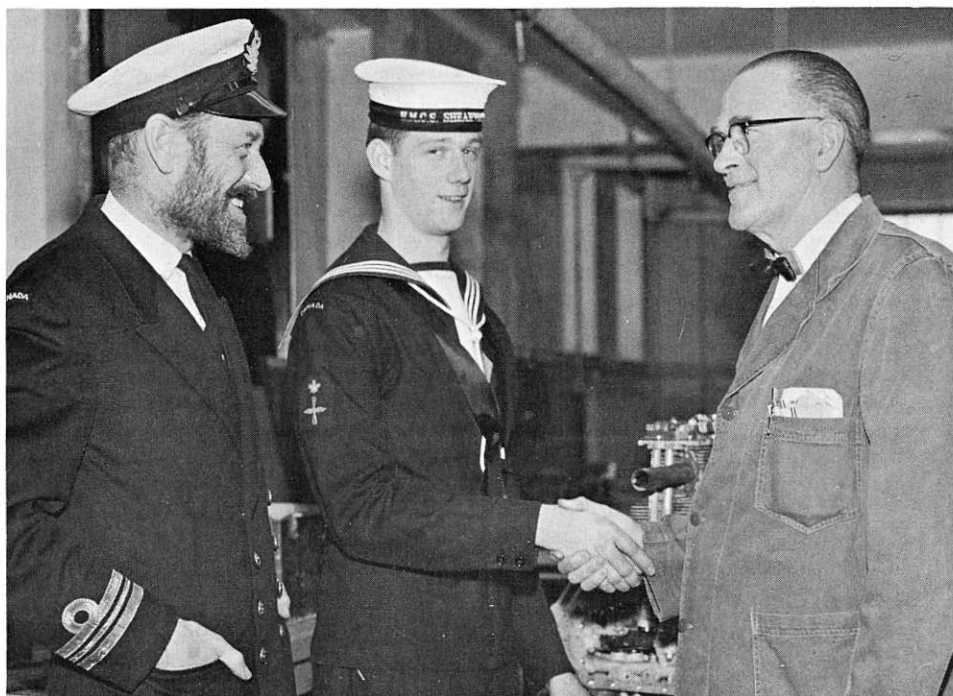
A native of Halifax, Mr. MacDonald came to the school after an interesting career which began in 1926 with a series of courses at the Nova Scotia Hospital, Dartmouth. These led, eventually, to his qualification as a medical laboratory technician and instructor, training that proved invaluable when he joined the RCAF in 1939. Because of his qualifications he was soon placed in charge of the sick bay laboratory in the old "H" block, long since demolished, at what is now *Shearwater*.

By coincidence his present workshop-classroom is the original mess hall of "E" block which was then the station barracks. At times he lost some popularity here, he recalls, when he occasionally disturbed the cooks at their work in order to search out any laxity in hygiene.

Posted overseas with No. 1 Fighter Squadron, RCAF, Mr. MacDonald held instructor and section charge positions at about a dozen RAF fighter stations in England and at the RN Air Station at Scapa Flow.

Seriously wounded in an air raid and repatriated in 1945, he shifted to aviation technical work, taking a job with the Clark-Ruse Aircraft Co., in the Eastern Passage plant now occupied by Fairey Canada. By late 1947 he had become qualified in the aircraft metal repair field and had risen to the position of shop foreman.

With the post-war closing of the plant he took a job at the Naval Armament



Ord. Sea. F. C. Harrison is the 1,000th pupil to have his aircraft metal repair training from Mr. Elmer MacDonald, instructor at *Shearwater's* groundcrew division of the RCN Fleet School. Lt.-Cdr. G. H. F. Poole-Warren, officer-in-charge of the school, looks on as Mr. MacDonald congratulates Ord. Sea. Harrison.

Depot, Dartmouth, where he again rose to a position of some responsibility. However, the re-opening of the Eastern Passage plant by Fairey Canada in 1949 gave him the opportunity to return to aviation work, and he did so.

Mr. MacDonald stayed with Fairey Canada for six years until 1955, when he agreed to act as civilian instructor at the then "Naval Aircraft Maintenance School" (NAMS), the present Fleet School, Groundcrew Division. He has been there since that time and is claimed to be the first instructor to have

taught 1,000 pupils without a break. Some of his earlier pupils have passed under his tutelage as many as four times when they returned periodically for more advanced training.

Two of Mr. MacDonald's brothers have served for long periods in the Royal Canadian Navy. Lt.-Cdr. Ross MacDonald went on retirement leave early this year after 33 years in the service and a younger brother PO Earl MacDonald retired in 1953 after 25 years of service, the last five of which were in *Shearwater*.

THE CG BRANCH

WHEN Canadian Forces Headquarters set forth last summer on the road to integration, it was consolidated into four main branches:

Chief of Operational Readiness (COPR)

Chief of Personnel (CP),

Chief of Logistics, Engineering and Development (CLED), and

Comptroller General (CG)

Most people understand the functions of COPR. He is concerned with the operational training and readiness of the combat forces at sea, on land and in the air and with the capability of their weapons and equipment.

CP has the traditional personnel responsibilities — recruiting, training courses, promotions, postings, in fact everything to do with the individual from when he joins until he retires.

The CLED branch looks after material—all the way from procurement to disposal—and also the very important job of engineering development.

But the CG branch . . . that's a different story. To the average serviceman its place in the scheme of things is, to say the least, obscure. For this he may be forgiven. The word "comptroller" is a relatively new addition to the armed forces' vocabulary. And although its effects are probably more widespread

than those of any other branch, the work of the comptroller organization commands less attention.

In broad terms, the Comptroller General is responsible for the organization of the Canadian Forces, including the determination of manpower requirements and the allocation and control of manpower resources; for financial planning; the control and administration of financial resources and pay services, and for the use of up-to-date management techniques and procedures.

What that means, in essence, is that the Comptroller General is responsible to the Chief of the Defence Staff for getting the maximum value from the men and money available to the Canadian Forces. He also assists and advises on management improvement; and he sees that we get paid, at the right time and in the right amount.

The word "comptroller" first appeared in the armed forces in 1955, when the RCAF appointed a Comptroller, gave him a staff and made him a member of the Air Council. The RCN followed suit a year later and the Army in 1962.

The functions of the three service comptrollers were generally similar, but in many respects the systems and procedures were different. There were different pay systems, different ways of handling establishments, different priorities, different nomenclatures.

With integration, and the formation of a single Comptroller General Branch, three main tasks had to be undertaken:

- Amalgamate the three services branches, set up a single organization, devise common procedures and definitions, and simplify wherever possible;
- Lay the foundation for and build up brick by brick the new armed forces structure, beginning at Canadian Forces Headquarters;
- Carry on the day-to-day work for which the three separate service branches formerly had been responsible.

Obviously the CG cannot, and does not, operate in isolation. The creation, or confirmation, of an organization, from an entire branch at CFHQ right down to a small unit in a command, occurs only after a thorough study and discussion with those concerned. Many factors have to be taken into account—the duties to be performed, their relative importance, the numbers of people

and ranks required, the manpower available.

The same principle applies on the financial side. In the preparation of annual estimates, funds are earmarked on a scale of priorities based on government policy, and in amounts for which the requirement has been clearly established. They are then subject to a series of careful examinations before receiving government approval. (DND estimates ultimately require, as do those of all government departments, passage by Parliament).

Paramount in all considerations is the necessity of achieving the objectives set out in last year's White Paper on Defence—the reduction of operation and maintenance costs, or overhead, and the diversion of a greater proportion of the defence budget to the capital equipment side of the ledger.

The CG Branch, headed by Lieutenant-General Robert Moncel, was one of the first to be integrated and begin functioning as a unit. Under General Moncel and his deputy, Rear-Admiral Charles Dillon, are three main divisions: (a) Finance, (b) Organization and Manpower Control, and (c) Management Engineering and Automation.

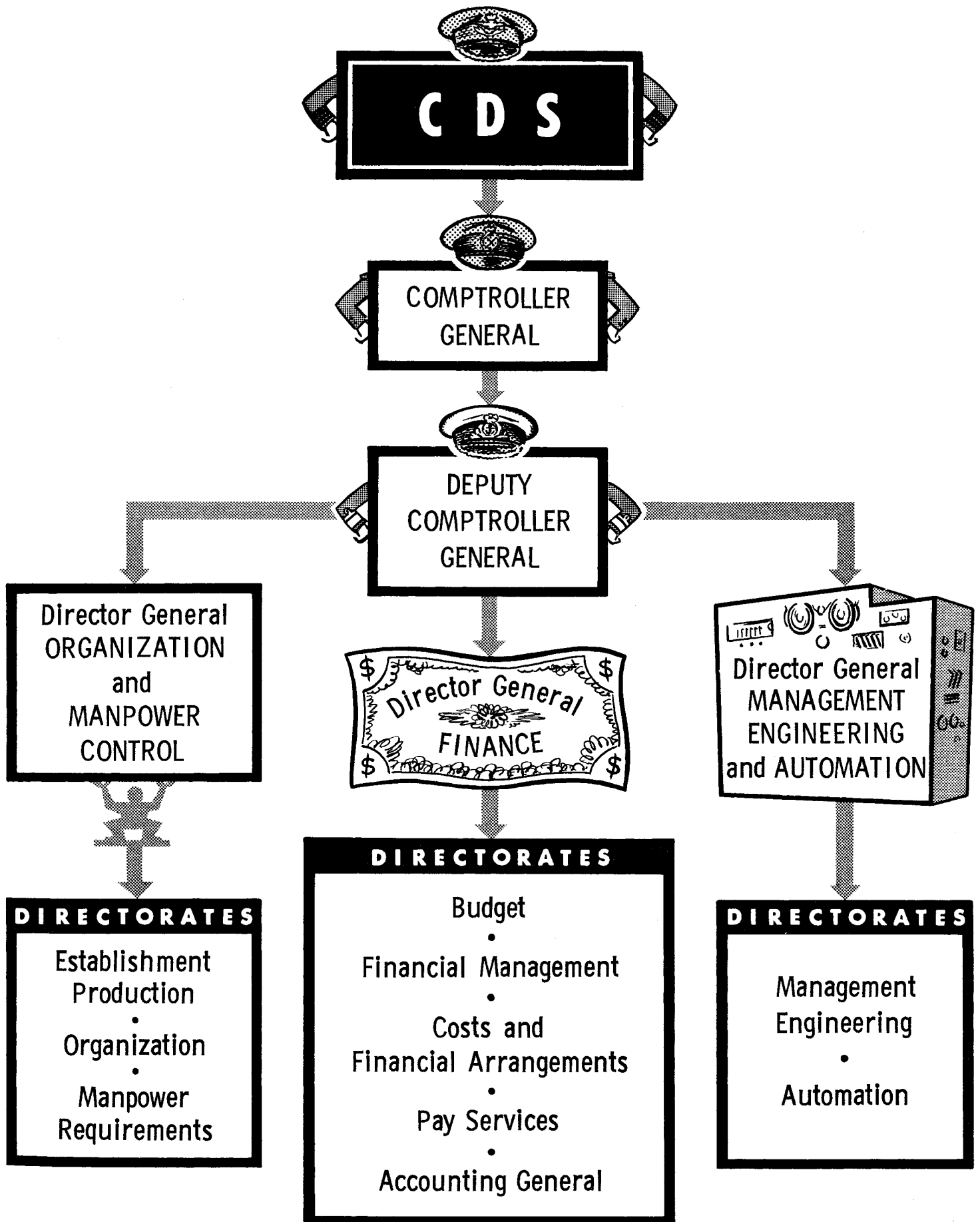
To ensure that essential interests were reorganized and protected, care was taken to provide representation from



LIEUTENANT-GENERAL R. W. MONCEL
Comptroller General



REAR-ADMIRAL C. J. DILLON
Deputy Comptroller General



the services on all staffs. The object was two-fold: to keep the day-to-day machinery running smoothly and to see that policies and procedures were developed which could best be applied to all three services.

In the nine months or so that have passed since the branch came into being, remarkable progress has been made and surprisingly few hitches have been encountered in setting up at Headquarters an integrated Comptroller organization with the capacity to carry out the

essential tasks inherited from the past and to assume those prescribed in its new terms of reference.

True, this has been but the beginning. There is much work to be done and there are many formidable problems to be overcome as integration proceeds outward from CFHQ to the field commands. However, the experience and accomplishments to date give cause to look to the future with optimism. Perhaps some of those problems will not be so formidable after all.

incorporates the Navy's one-time civil engineering branch, usually referred to as "works and bricks".

The headquarters staff in Ottawa has been reduced by 45 per cent and reorganized to simplify and redistribute duties. Under the new organization, headquarters responsibilities will be confined to policy and overall planning of construction engineering projects. Other duties such as implementation of projects, technical review, engineering advice, design services and real property services will be the responsibility of regional construction engineering offices and command, base, unit and engineering staffs.

The new regional officers will handle technical review and project implementation for all units, bases and stations in their respective areas. The offices, to be set up in Halifax, Montreal, Toronto, Winnipeg and Vancouver, also will use civilian consulting firms for engineering advice.

Base, unit and station commanders, will deal directly with the regional offices, a streamlined measure compared with the previous methods.

The new construction engineering network will come under the direction of the deputy chief of logistics (construction engineering) at Canadian Forces Headquarters, Air Commodore R. B. Whiting.

The streamlining eliminates the duplication and sometimes triplication which occurred when the three services had their own organizations.

NEW COMMUNICATION SYSTEM ESTABLISHED

ANOTHER STEP in the integration of the armed forces was taken in April with the creation of the nucleus of the new Canadian Forces Communication System. This is the first armed forces functional formation to be fully integrated under a single command.

From an initial core of a headquarters in Ottawa and 10 centres across Canada, the CFCS will eventually embrace most of the fixed communication facilities of the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force, with their overseas links. These include some 180 locations in Canada manned by about 3,600 service and civilian personnel.

At this stage, it is too early to estimate the manpower savings that will

be made once the single system is in operation, but it is expected that they will be significant.

The first commander of the new system is Group Captain D. B. Biggs, RCAF, with Lt.-Col. W. S. Hamilton, Royal Canadian Signals as deputy commander. Later this year, Cdr. E. J. Semmens, RCN, will be appointed senior operations officer.

The new communication headquarters has been set up to co-ordinate and manage the three service systems and to integrate them into one. This will be carried out progressively over a period of time while equipment is relocated and common procedures adopted. Eventually a single system will provide fixed communication facilities in Canada to all the armed forces and federal emergency organizations.

CFCS will establish squadrons at major communications centres in Canada, with each squadron providing service to Navy, Army and Air Force units within its area. Squadron detachments will be located at most of the units being served.

It is expected that the adoption of the new system will materially enhance the overall efficiency of armed forces communications and provide improved service to all users.

'WORKS AND BRICKS'

The construction engineering branches of the three services were integrated throughout Canada on May 1. The new organization has 532 armed forces and civilian personnel, a saving of 275 brought about by the integration. This



GROUP CAPTAIN D. B. BIGGS



AIR COMMODORE R. B. WHITING

OFFICERS AND MEN

2 Wrens Appointed To Overseas Duty

Two Royal Canadian Navy wrens in late April began a two-year stint at the armed forces hospital at 3 Wing of the First Canadian Air Division in Zweibrücken, Germany.

Both nursing assistants, Wrens Nora Norn of Fort Resolution, N.W.T., and Enid Palethorpe of Exeter, Ont. joined the dependents' care section in the base hospital.

Wren Norn, a full-blooded Chippawa Indian, is the daughter of Mr. and Mrs. Joseph Norn of Fort Resolution. Her father traps on the south shore of Great Slave Lake. Educated at Joseph Burr Pyrrrell school in Fort Smith, she worked for a time with Pacific Western Airlines. She entered the RCN in Edmonton in 1962 and was stationed at the Canadian Forces Hospital at HMCS Stadacona, Halifax, before being posted overseas.

Wren Palethorpe is the daughter of Mr. and Mrs. Joseph Palethorpe of 105 William St., Exeter. She graduated from South Huron District High School, completed the registered nurse's assistant course in London, Ont., and was employed at Victoria Hospital there. Entering the navy in 1963, she has been serving at the Forces Hospital in Halifax. She recently completed an advanced nursing assistant course at RCAF Station, Goose Bay, Labrador.

With one exception, they are the first RCN wrens to be posted overseas since the Second World War. The other was Wren Petty Officer Rosalie Auger, who was posted overseas for special duty at Buckingham Palace before the Queen's visit to Canada in 1959. Several wren officers have had appointments abroad.

19 Apprentices Graduate April 15

Thursday, April 15, was graduation day for 19 naval technical apprentices at the Pacific Command's Fleet School.

Averaging 22 years of age, the young men had successfully completed an extensive 39-month course and are nearing the peak of their formal trade training in their chosen profession. They graduated with the rank of leading seaman.



Two RCN wrens left for overseas by air from RCAF Station Trenton, Ont., on April 19 to begin two-year appointments at the armed forces hospital at 3 Wing, 1 Canadian Air Division, in Zweibrücken, Germany, as nursing assistants. Left to right are Wrens Nora Norn, of Fort Resolution, N.W.T., and Enid Palethorpe of Exeter, Ont., who receives boarding instructions from the aircraft stewardess, Airwoman Marie Cecile Buist, of St. Soverine de Proulxville, Que. Only one other RCN wren has been posted overseas since the Second World War. (PL-145186)

The graduating class was made up of 14 engineering technicians and five hull technicians. They started their training in January 1962, immediately after a 15-week basic naval training course at Cornwallis.

Graduation ceremonies were held in HMCS Naden, with certificates and major awards presented by Commodore A. G. Boulton, Commodore RCN Barracks, Esquimalt.

Special awards went to three apprentices who distinguished themselves throughout the lengthy training program. Ldg. Sea. Laurence Danby won a Department of National Defence award for attaining the highest marks among the engineering technicians. To Ldg. Sea. Gordon Clawson went another DND award for attaining the highest marks among the hull technicians.

Another major award was presented to Ldg. Sea. Harry Biles, judged to have displayed the best "all-round petty-officer-like qualities" during his training. The latter award originated with the Chief and Petty Officers' Association.

The training course is a demanding one, and covers details of every phase of either the engineering or hull technician's field. The class started with 35 members—17 having been unsuccessful in completing the course.

"It takes a special kind of man to tackle and complete this training", said Lt. John Greater, apprentice training officer. "They work hard and study hard, a high standard of conduct is set for all apprentices and they all come under traditionally strict naval discipline."

Throughout their course, the apprentices take written and practical examinations at the end of each phase. Six months of their training is spent in ships of the Pacific Command, where they gain practical experience.

Upon graduation, the young technicians join the fleet. Twelve of them are taking a naval clearance diving course with the Operational Clearance Diving Unit of the Pacific Command before joining their ships.

Lt. Thomas Kenny is officer in charge of the apprentice training program.

Ottawa Post for Captain Roberts

Surgeon Captain Richard Roberts, RCN, has been appointed to the National Defence Medical Centre in Ottawa as Chief, Department of Medicine, effective April 1.

Until November 1964 Surgeon Captain Roberts was Chief, Department of Medicine, at the Canadian Forces Hospital, Halifax, and regional consultant in internal medicine to the armed forces in the Maritimes. He also held a teaching appointment at Dalhousie University as Assistant Professor of Medicine. He is a fellow of the American College of Physicians.

Captain Roberts was born and educated in England and is a graduate of the University of Liverpool. He served through the Second World War in the Royal Naval Volunteer Reserve, seeing service in the Atlantic, the Mediterranean and in India and being twice mentioned in despatches. In 1948 he joined the RCN and came to Canada. He has since made his home in the Halifax area. While in the RCN he has served in *Stadacona* (Canadian Forces Hospital), *Magnificent*, *Niobe* and *Cape Scott*.

Captain Roberts returned in mid-March from the Medical Expedition to Easter Island. He and his wife, Dr. Maureen Roberts, spent two months on the remote island as members of a team making a scientific study of the islanders and their environment.

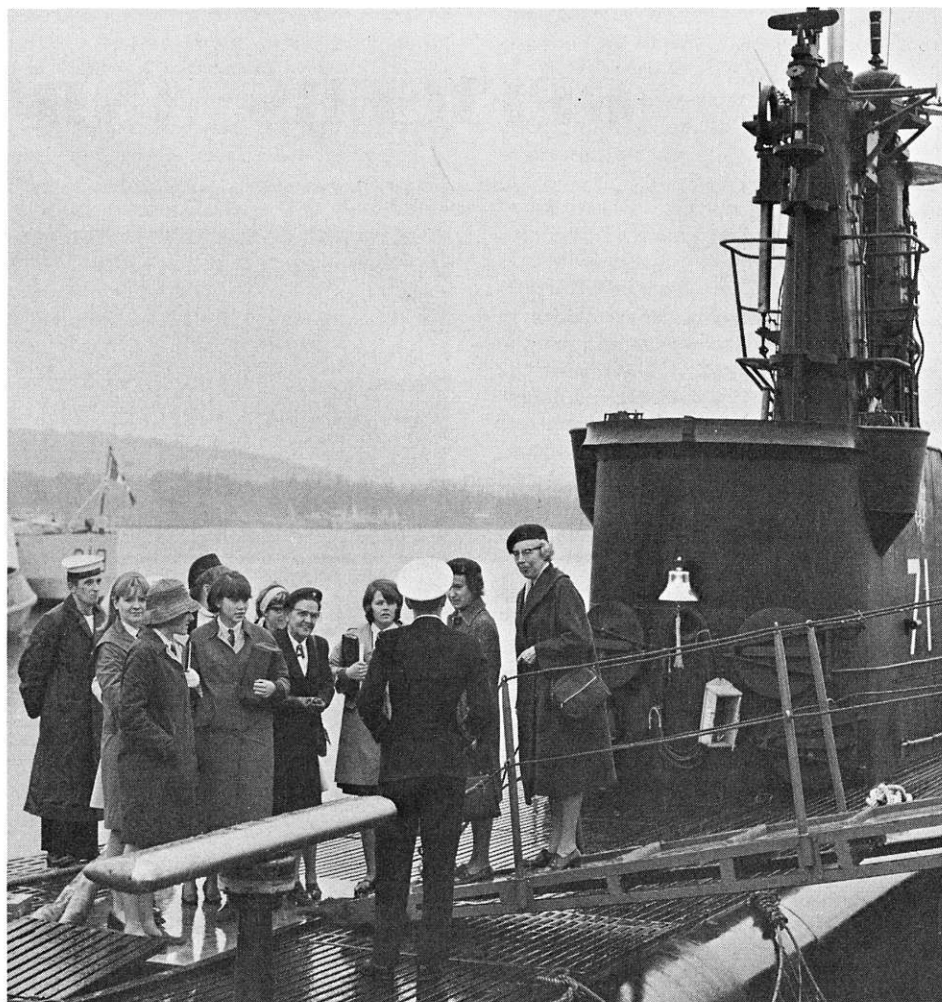
General Walsh Visits Esquimalt

Lieutenant-General Geoffrey Walsh, Vice-Chief of the Defence Staff visited Esquimalt between April 25 and 27 for briefings and familiarization tours of defence establishments of this area.

On Monday, April 26, he called on Rear-Admiral M. G. Stirling, Flag Officer Pacific Coast. A guard of honour and the band of HMCS *Naden* were paraded for his arrival.

After briefings in headquarters of Maritime Commander Pacific, General Walsh visited HMCS *Venture* the naval officer training establishment in Esquimalt Dockyard. He had lunch on board the destroyer escort *Yukon* with Captain E. P. Earnshaw, Commander Fourth Canadian Escort Squadron.

In the afternoon General Walsh attended briefings and tours in *Naden*, the naval barracks at Esquimalt, the Dockyard, and the Pacific Naval Laboratory. Later the General and Mrs. Walsh attended a tea at Government House. That evening they were dinner guests of Admiral and Mrs. Stirling at Admiral's House.



Nine senior Girl Guide Air Rangers from Regina were short-term sailors in April when they toured the naval base at Esquimalt during a visit to Victoria. The group spent nearly two hours in HMC Dockyard, including half an hour in the Grilse. Members of the party were Heather Bishop, Gail Jacobson, Jannie Lindsay, Janice Meier, Lesley Munday, Janet Upcott, Diane Willis and Jeanne Woods. In charge of the group was Air Ranger Captain Miss Adrienne Llewellyn.

On Tuesday, April 27, General and Mrs. Walsh paid a visit to the RCAF station at Comox.

Doctorate Awarded Command Chaplain

Chaplain Andrew J. Mowatt, Command Chaplain (P) on the staff of the Flag Officer Pacific Coast, has been honoured by the United Theological College of McGill University, Montreal, with an honorary Doctorate of Divinity degree.

Chaplain Mowatt came to the Pacific Command in 1958 from HMCS *Cornwallis*, where he was Senior Protestant Chaplain. He has held his present appointment since May 1963.

He has been associated with Canada's Armed Forces since 1942 when he joined the Canadian Army and served in the United Kingdom and Europe during the Second World War. He accompanied the Queen's Own Rifles during the in-

vasion of Normandy on D-Day and during the action preceding the liberation of Antwerp.

The Doctorate of Divinity degree was presented to him at a convocation at McGill University in Montreal on May 6.

Officers Named to Defence Course

Eleven senior officers of the Canadian Forces will attend the 11-month course beginning in September at the National Defence College at Fort Frontenac, Kingston.

Attending the 19th course at the NDC will be: Captains R. L. Lane, D. L. MacKnight and A. D. McPhee of the RCN, Brigadier K. H. McKibbin and Colonels S. V. Radley-Walters, W. H. Seemark and W. DeN. Watson of the Canadian Army and Group Captains S. S. Farrell, W. M. Garton, E. G. Ireland and R. H. Manson of the RCAF.

Movies Capture National Awards

Two movies entered by the Halifax Dockyard Motion Picture Guild in the 1964 inter-cities competition won first and second awards in a national competition between Canadian movie clubs.

The film "Malice Aforethought", which won a first place, was a private venture of Ken Frazer and Gordon Lay, two of the guild's long-standing members. "The Cocktail Party" was a guild endeavour which called on the talents of all members—script, production, wardrobe, lighting, acting and shooting.

School Officials Visit Naval Base

More than 100 high school and collegiate officials from across Canada had a first-hand look at the Royal Canadian Navy when they visited the Pacific Command of the RCN on April 23-25.

Principals, superintendents, counselors and other officials, with five accompanying RCN officers arrived at Patricia Bay via RCAF airlift on Friday afternoon, April 23.

The main purpose of the visit, according to co-ordinator Lt.-Cdr. Frank Dunbar, was to give the school officials an on-the-spot insight into the naval service, an outline of career opportunities in the RCN, and to stress the importance of an adequate education for young Canadians who may consider a career in today's highly specialized naval service.

The school officials went directly to HMCS *Venture*, the RCN's officer training establishment in HMCS Dockyard, where they heard a briefing on the Pacific Command and on *Venture*. Following an evening tour of Greater Victoria, they saw a documentary film program.

On Saturday morning the visiting group went on board the ocean escorts *New Glasgow* and *Ste. Therese* on a five-hour cruise into the Strait of Juan de Fuca.

That same day the group heard an address by Commodore H. A. Winnett, Commodore Superintendent Pacific Coast, and toured the dockyard area, later visiting *Naden* and the Fleet School.

On Sunday, April 25, the visitors visited the Canadian Services College, *Royal Roads*, where they saw the military college's wing parade and an inspection of the officer cadets, attended a briefing and church services and toured through the college.

From *Royal Roads* the group went directly to Patricia Bay airport to embark in their aircraft for the return flight to major cities across the country.

Navy's Postman Dies in Ontario

Postman to the Navy for a whole generation, John Roberts Smith, MC, MM, died suddenly at his home in Simcoe, Ontario, on April 9. He had come to the southern Ontario town from Dartmouth, N.S., in 1950 following his retirement as postmaster, HMC Dockyard, Halifax.

"Smithy", as his naval friends knew him, was appointed a postmaster in the Naval Service of Canada on Oct. 8, 1919. Twenty years later, he was transferred to the Fleet Mail staff as assistant and adviser to the Fleet Mail officer at the General Post Office, Halifax, and later was placed in charge of the dockyard post office. This office provided mail service to ships calling at Halifax throughout the Second World War and to shore establishments whose personnel reached a peak of some 17,500 persons.

In 1945, with hostilities at an end, Mr. Smith reorganized the Fleet Mail Office with a civilian staff and remained in charge of the naval mail service on the East Coast until his retirement in 1950.

Staff Course Pays Visit to Halifax

Officers attending the Canadian Army Staff College at Kingston, Ont., and senior directing staff members of the college visited military installations in the Halifax area April 27 to May 1.

The 87 course members and 15 directing staff officers were headed by Brigadier D. C. Cameron, commandant of the college.

They visited the Joint Maritime Warfare School at *Stadacona*, RCN Air Station *Shearwater* and the Bedford Institute of Oceanography.

They also witnessed the operations of an Argus aircraft and the destroyer escorts *Restigouche*, *Terra Nova* and *Ottawa*.



The people who run the complex mass of apparatus known as the Operations Trainer in the Fleet School at *Stadacona* got together recently to say goodbye to their officer-in-charge, Lt.-Cdr. W. T. Marchant (centre, front row), before he left to take up an appointment at the Computer Data Centre, San Diego, Calif., after a 10-week computer programming course of Norfolk, Va. Lt.-Cdr. Marchant first joined the Operations Trainer staff in November 1962. (HS-77624)

RESCUE AWARDS

A SEAMAN of the Royal Canadian Navy has been awarded the British Empire Medal and two others are to receive the Queen's Commendation for Brave Conduct for their part in the rescue March 1, 1964, of survivors from a tanker that had broken in two in a storm in the western Atlantic.

Awarded the British Empire Medal is Ldg. Sea. Donald V. Patterson.

Awarded the Queen's Commendation are PO Eric R. Jensen and Ldg. Sea. William S. Bunch, 31.

The three were members of the ship's company of the Halifax-based destroyer escort HMCS *Athabaskan* which rescued 34 men from the sinking SS *Amphialos* in rough seas 220 miles south of Halifax. It was a dramatic feat of seamanship that won world-wide acclaim.

The parts played in the rescue by the commanding officer and three other members of the *Athabaskan's* crew are recognized by the award of Chief of the Naval Staff Commendations, signed by Vice-Admiral H. S. Rayner before his retirement as CNS last July.

The four are Cdr. Peter R. Hinton, CPO William A. Doncaster, PO Sydney R. McNevin, and Ldg. Sea. Frank W. Edgar.

Ldg. Sea. Patterson, one of the *Athabaskan's* divers, plunged overboard and swam to the aid of a survivor about 70 feet from the ship. The man had become exhausted in the heavy, oil-covered seas and only his life-jacket was keeping him afloat. Patterson helped him to the ship's side, whence willing hands lifted him on board. Shortly after, Patterson spent 25 minutes in the water trying to guide a life-raft down-wind to the wreck.

"Throughout the whole of the rescue operation," Patterson's citation reads, "this man displayed personal courage and skill of a high order."

PO Jensen is commended for his "fine leadership qualities, courage and initiative" as coxswain of the *Athabaskan's* whaler. In 12- to 14-foot seas and a 30-knot wind, he tried to lay the whaler within a few feet of the plunging stern section of the tanker. The tiller broke just as he was short of the goal "but with great skill . . . he manoeuvred clear of the wreck." He then directed the *Athabaskan* to a survivor in the water.

Ldg. Sea. Bunch is cited for "outstanding leadership ability, seamanship and



Honoured by the award of the British Empire Medal for his part in the rescue last year of 35 survivors of the shattered tanker *Amphialos* by the destroyer escort *Athabaskan* was AB Donald Patterson (centre). Six other members of the *Athabaskan's* crew also received recognition. Queen's Commendations went to PO Eric R. Jensen and Ldg. Sea. W. S. Bunch (left and right centre) and commendations from the former Chief of the Naval Staff, Vice-Admiral H. S. Rayner, to Cdr. Peter Hinton and CPO William A. Doncaster (top row), Ldg. Sea. Frank W. Edgar and PO Sydney R. McNevin (bottom row).

daring" in helping the survivors on board the *Athabaskan*. Bunch "was always the first man over the side and with a combination of skill and daring helped men up scramble nets, directed the hoisting of the injured and ex-

hausted in stretchers and generally took charge on the spot."

Cdr. Hinton was commended for his "skill, decisive action and outstanding leadership", CPO Doncaster for "skill and devotion to duty" while in charge



The Athabaskan approaches the stern section of the tank Amphialos, which broke in two in the North Atlantic on March 1, 1964. (HS-74376)

of the Athabaskan's engine room, PO McNevin for his "leadership, organizing ability and personal skill", and Ldg. Sea. Edgar for his "courage and determination."

Since the rescue, all have taken up new duties. Ldg. Sea. Patterson is taking submarine training in a British "O" class submarine, HMS Otter. PO Jensen and Ldg. Sea. Bunch are serving, re-

spectively, in the destroyer escorts Asiniboine and Restigouche. Cdr. Hinton now commands the destroyer escort HMCS Columbia. PO McNevin is in another DDE, the Crescent. Ldg. Sea. Edgar is taking a course at HMCS Hochelaga, Montreal, and CPO Doncaster is in the Engineering Division of the Fleet School, HMCS Stadacona, Halifax.

263 LIVES SAVED

CANADIAN search and rescue teamwork saved 263 lives in 1964.

Aircraft of many types flew over 9,000 hours and ships battled heavy seas for scores of dramatic rescues.

According to figures compiled by the Department of National Defence, the biggest single rescue in the past year was the saving of 34 seamen from the broken tanker *Amphialos* in the Atlantic by the Royal Canadian Navy's destroyer escort *Athabaskan*.

The Royal Canadian Air Force flew hundreds of mercy flights at sea, in the

mountains and to inaccessible locations in the interior and the north, saving lives by many missions and relieving suffering in hundreds of others.

A typical example occurred in December 1964, when an Albatross aircraft from 111 Search and Rescue unit located a crash in Manitoba and dropped a para-rescue team. Later a helicopter effected the rescue.

Aircraft used in search and rescue work came from the Royal Canadian Navy, Royal Canadian Air Force, Royal Canadian Mounted Police and many

civilian firms, with the RCAF flying the largest number of hours. Ships of the RCN and Canadian Coast Guard, and many fishing vessels took part in searches. Last year the ships of the RCN steamed 400 hours on search and rescue duties.

As a member of the International Civil Aviation Organization, Canada has agreed to provide search and rescue facilities for air space over Canada and waterways and ocean areas adjacent to Canada's shores. The RCAF is entrusted with co-ordination of these duties, maintaining Rescue Co-ordination Centres at Halifax, Trenton, Winnipeg, and Vancouver. Operational rescue units at Greenwood, N.S., Trenton, Winnipeg and Comox, B.C., have several types of aircraft, and parachute teams which can jump to give first aid to survivors.

The RCAF's four search and rescue units, often require aid from other agencies. Inland the RCAF may ask a civilian airline for help, while on the coasts everything from the tiniest fishing vessel to the largest RCN ship may be called on.

LETTER

Dear Sir:

In the February edition of *The Crow's nest* there were certain errors and omissions regarding the *St. Laurent*. The first was an omission in the *RCN News Review* item "Spring Training Takes Ships Afar". All ships which were participating in Maple Spring at the time, with the exception of the *St. Laurent*, were mentioned.

The *St. Laurent* took part in Maple Spring from Jan. 13 to Feb. 26, in company with the *Bonaventure*, *Provider*, *Columbia* and HM Submarine *Alcide*. Also, while in San Juan, Puerto Rico, she took on medical stores and equipment for a hospital in Bridgetown, Barbados. The shipment was stowed in her hangar.

She also showed off a new piece of equipment, to aid replenishing with the *Provider* to 13 military attachés representing many countries. The Governor of Barbados was embarked on that day.

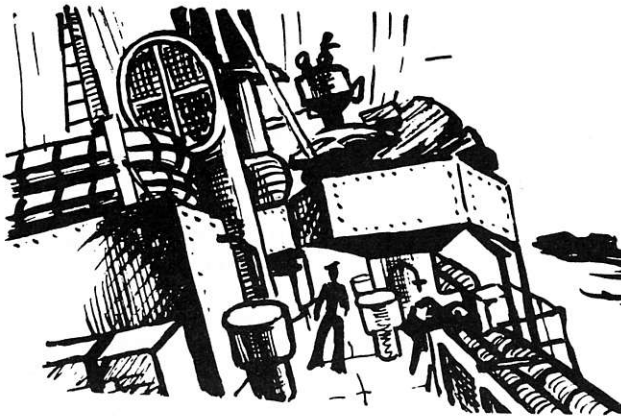
The next were errors in the story on the new flag on page 8. First of all, the *St. Laurent* is a helicopter-destroyer (DDH) and not a destroyer escort (DDE). Also, the ships were both in Bridgetown, Barbados—not St. Croix.

Yours truly,

R. RUSTON

Leading Seaman

HMCS *St. Laurent*,
Fleet Mail Office,
Halifax.



Home from the Sea

Athabaskan Veterans Meet

Thirty-two survivors of HMCS *Athabaskan* on April 17 attended special memorial services for the 134 men who died in the Second World War tribal class destroyer, five of them killed by glider bomb and the rest lost when the ship was torpedoed and sunk.

The men, who are among the 127 rescued after Nazi coastal guns sank the destroyer off the coast of France in 1944, held their first reunion at the Caravan Motor Hotel in Edmonton.

The services were conducted by Rev. J. E. McGrane, retired Roman Catholic naval chaplain, and were attended by the men and their wives.

The reunion began Friday night April 16 with a supper featuring a film on the 1964 Grey Cup game.

On Friday afternoon the wives had attended a luncheon in the Royal Glenora Club while the navy veterans held a business meeting.

The next reunion is planned for the 1967 Montreal World's Fair. An executive committee was elected to plan the function.

Highlight of the sessions was the main banquet in the Caravan Penthouse on Saturday night.

On Sunday some of the men drove to Calgary to visit Chuck Kent, who lost both legs during an air attack on the *Athabaskan*.

Representatives from Halifax, Vancouver, Ottawa, Regina, Winnipeg, Calgary, Red Deer and Victoria were present at the reunion.

Two Well Known Officers Dead

Death has claimed two officers who were widely known in the Royal Canadian Navy. Rear-Admiral Ernest Patrick Tisdall, who was Vice-Chief of the Naval Staff at the time of his retirement in 1961, died in Victoria, on March 19 at the age of 58.

Two days later, on March 21, death came in Ottawa to Cdr. Ernest Haines,

one of Canada's oldest retired naval officers in his 90th year. Both were gunnery specialists; both, in 1943, were in charge consecutively of the Naval Armament Depot in Dartmouth, N.S.

Admiral Tisdall, who had been Vice-Chief of the Naval Staff and a member of the Naval Board since January 1958, went on retirement leave June 30, 1961, and took up residence in Victoria.

Following a private memorial service in St. Paul's Garrison Church, Esquimalt, on March 23, the ashes of the late Admiral Tisdall were embarked in HMCS *Fraser* and committed to the deep.

Naval honours were also accorded to Cdr. Haines, who was buried in Pinecrest cemetery, Ottawa, on March 24.

Rear-Admiral Tisdall was born in Newchang, North China, on Oct. 29, 1906, the son of an English banker. He attended school in England and in Victoria, B.C., before entering the Royal Naval College of Canada, then located in Esquimalt, for the 1921-22 term. The college closed down that year and Admiral Tisdall's naval training was inter-

rupted until 1924, when he went to the Royal Navy as an RCN cadet.

In the years before the Second World War he served in both British and Canadian warships, specializing in gunnery. He commanded the Royal Guard at Victoria for King George VI during the 1939 Royal Visit and the following day was in command of the parade at which His Majesty presented the King's Colour to the Royal Canadian Navy.

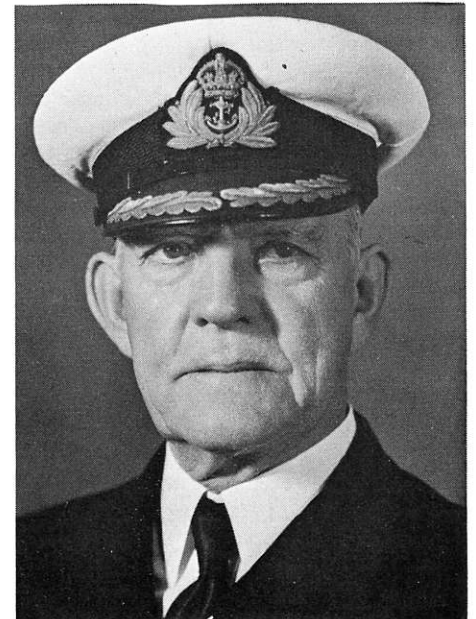
After war broke out, he commanded HMCS *Skeena* for several months, held senior positions on the East Coast and at Naval Headquarters and commanded the destroyer *Assiniboine*.

With the acquisition of the cruiser *Ontario*, Admiral Tisdall was appointed to stand by during construction and, on the ship's commissioning in 1945, became her executive officer and proceeded in her to the Far East for the closing phase of the war against Japan. The ship was present for the liberation of Hong Kong.

He served ashore on the West Coast and at Naval Headquarters for some four years and then took command of the *Ontario* in 1951. His ship was chosen



REAR-ADMIRAL E. P. TISDALL



CDR. ERNEST HAINES

to convey Their Royal Highnesses the Princess Elizabeth and the Duke of Edinburgh from Charlottetown to Sydney and St. John's.

He became Commodore RCN Barracks, Halifax, in March 1953 and Senior Canadian Officer Afloat (Atlantic) flying his broad pennant in the aircraft carrier *Magnificent* in August 1955.

The following year he was named chairman of the committee set up to study the personnel structure of the RCN, a committee whose wide-ranging recommendations were commonly known as the "Tisdall Report".

He was promoted to the rank of rear-admiral on taking up the appointment of Vice-Chief of the Naval Staff.

Cdr. Haines (he was known as "Daddy" Haines among his friends all across Canada, had a naval career that spanned more than half a century.

Born in Bristol, England, in 1876, he joined the Royal Navy at the age of 16 and 20 years later, in 1912, he volunteered to serve in the cruiser HMCS *Niobe*, which had been acquired by the young Royal Canadian Navy in 1910.

Before that, however, he had served for two years in China, had attended gunnery and torpedo school, served in the Persian Gulf, spent time in Bombay and British Somaliland and had been confirmed in the warrant rank of gunner.

For three years he served on the staff of HMS *Excellent*, the Whale Island gunnery school at Portsmouth, England.

After serving in the *Niobe*, he was for a time in the West Coast cruiser, HMCS *Rainbow*. His First World War service was in the Pacific. Commissioned as a lieutenant in 1919, he was awarded the MBE for his war-time service.

Cdr. Haines retired from the Royal Navy in 1926 as a lieutenant-commander. Between wars he was a civil servant with the RCN. His gunnery experience was put to good use in 1937 when he was selected by the Dominion of Canada Rifle Association as adjutant of the Canadian Bisley Camp. For a number of years he was camp commandant at Connaught Rifle Ranges and in 1955 he was made a life governor of the DCRA.

Recalled to active service by the RCN on Sept. 1, 1939, he was promoted to the rank of commander on Jan. 1, 1943. Three years later, on his 70th birthday, Jan. 14, 1946, he was awarded the OBE, the citation noting that he had to his credit 54 years of combined service to the RN and RCN. "He has shewn unusual keenness and energy in the performance of his duties during the present war and his experience has been of inestimable value and set a fine exam-

ple, which has been an inspiration to all with whom he has come in contact."

Of the memories of a crowded and active life, there was one that Cdr. Haines cherished above the others. It was of the moment when he was chosen as one of the 100 sailors given the honour of hauling the gun carriage on which Her Majesty Queen Victoria's body was conveyed from Windsor station to St. George's Chapel.

HISTORIC SHIP TO BE RESTORED

THE RCMP schooner *St. Roch* the first vessel to navigate the Northwest Passage from west to east, will be preserved as a national historic monument. National Resources Minister Arthur Laing and Major William Rathie of Vancouver recently signed an agreement for her restoration.

Vancouver, which acquired the *St. Roch* in 1954, will erect a closed shelter for her near the Maritime Museum. The Department of National Resources, through its Historic Sites Division, will be responsible for restoring the ship at an estimated cost of \$70,000.

Built in 1928, the 80-ton vessel served for 26 years as an Arctic patrol and supply ship. Her master was RCMP Superintendent (then Staff Sergeant) Henry A. Larsen, who died last year in Vancouver.

The *St. Roch* conquered the Northwest Passage twice—from west to east in 1940-42, and from east to west in 1944. The first of the voyages, from Vancouver to Halifax took 27½ months; the second, in the opposite direction, only 86 days. Earlier, the sturdy little vessel had been frozen in for seven winters in Arctic waters. In 1943 she patrolled the eastern Arctic.

The two-masted *St. Roch*, which usually carried a crew of nine, is 134 feet long, with a beam of 25 feet and a draft of 13 feet when fully laden. She is powered by a diesel engine. Her hull, built of extra-thick timbers of Douglas fir, is protected by a sheath of Australian gumwood from the grinding of ice-floes.

In 1954 the City of Vancouver bought the *St. Roch* from the Federal Government for the cost of sailing her from Halifax—\$5,000. She was displayed that year during the British Empire Games in Vancouver. In 1957, she was transferred to Vancouver's new Maritime Museum, where she was placed in drydock as a permanent exhibit. In May 1962 the *St. Roch* was declared a national historic site.—*Canadian Weekly Bulletin*, Department of External Affairs.

The horses which had been waiting to perform the duty became restive because of the cold and broke their traces. The Royal Navy took over and established a tradition that has been observed at all British state funerals up to the present.

Commodore Taylor To Retire in July

Commodore Paul D. Taylor who has headed the Royal Canadian Reserve as Commanding Officer Naval Divisions for the past five years, will proceed on retirement leave July 7.

Commodore Taylor entered the RCNVR in August 1940 as a lieutenant.

During the war he was executive officer of the minesweeper *Burlington*, navigating officer of the destroyer *St. Clair*, commanded the minesweeper *Esquimalt*, corvette *Shediac* and frigate *Matane* and was executive officer of HMCS *Naden*, west coast training establishment.

After various shore appointments, he took command of the destroyer *Sioux* in mid-1950 and was her captain for two tours of duty in the Korean war theatre. For his services there he was awarded the Distinguished Service Cross, a mention in despatches and the U.S. Legion of Merit.

Following senior staff appointments in Washington and Halifax, he took command of the destroyer escort *Crescent* in 1955 and was additionally Commander Second Canadian Escort Squadron.

He was appointed, in May 1957 as Naval Member, Canadian Joint Staff, London, with the additional appointments of Canadian Naval Member of the Military Agency for Standardization and Senior Officer in Command.

Boy Scout Official Served in Navy

A veteran of naval service in the Second World War, Leonard L. Johnson, Director of Information Services for the Boy Scouts of Canada, died suddenly in Ottawa on April 19 as a result of a cerebral haemorrhage.

Born in Croydon, England, he came to Canada as a small boy and had been associated with the Boy Scout movement ever since he joined at the age of 12 years in Saint John, N.B.

Following five years service in the RCNVR, Mr. Johnson was demobilized in the rank of lieutenant and joined the staff of the Boy Scout National Headquarters in Ottawa in 1945, a year later heading the new public relations department.

HERE AND THERE IN THE RCN



PO C. B. Livingston of Utility Squadron 33, Patricia Bay, has received a cash award for his development of a tire aligning tool for aircraft. The presentation was made by Lt. G. J. McMillen, executive officer of VU33. (E-80148)



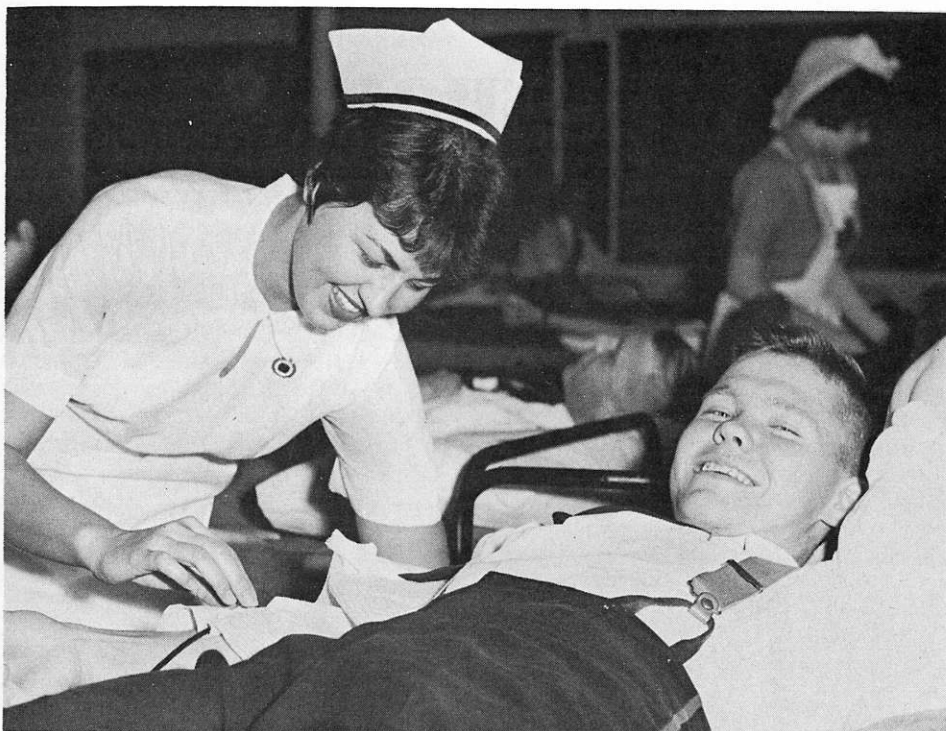
Earl and Bruce, the bright-eyed twin sons of Ldg. Sea. and Mrs. H. J. McQueen, were christened at HMCS Donnacona, the Montreal naval division, on Jan. 17 by Chaplain John Simms. (ML-15142)



Fourth-grader Kerry Dumond, of Victoria, was startled and amused when she found this deep-sea diving outfit was occupied. Little Kerry was one of 40 students of an elementary school who recently visited RCN Pacific Command's diving establishment at Esquimalt. Students also saw mine and bomb displays and were advised what to do if they should ever find such objects on beaches or elsewhere. (E-79487)



With a traditional Boy Scout shake with left hands, Pryce Gibson, Halifax North District Commissioner for the Boy Scouts Association, presents the charter for the 1st Chaudiere Rover Crew to Cdr. R. G. MacFarlane, commanding officer of HMCS Chaudiere. Petty Officer Peter Wilkins, the Rover Crew leader, looks on. This Rover Crew, for scouts aged 16 to 23 year and organized among members of the RCN ship's company, is unique in the Canadian scouting world. (HS-77441)



Blood donating can be a merry event if one is to judge by the expressions of Miss D. Hippe, of Vancouver, and Officer Cadet J. V. Taynen, during the annual Red Cross blood clinic of the Canadian Services College, Royal Roads. Cadet Taynen is studying at Royal Roads in preparation for an army career. (RR-3607)



Inspection of the guard in HMC Dockyard started a busy one-day visit to the RCN's Pacific Command on April 26 for Lieutenant-General Geoffrey Walsh, Vice-Chief of Defence Staff. With him is Rear-Admiral M. G. Stirling, Flag Officer Pacific Coast. On April 27 he visited RCAF Station at Comox, Vancouver Island.



The annual inter-squadron regatta was held at Canadian Services College Royal Roads on April 7. The cadets competed in a war canoe race using paddles to propel the heavy whalers, the event being won by No. 3 Squadron. Whaler pulling and dinghy sailing were other events and it was late afternoon by the time this picture was taken. (RR-4058)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Provider

Seventy-four cartons of books and school supplies, a gift from the schools and school administrators of the Annapolis-Digby-Kings counties area of Nova Scotia, were presented this spring by Captain K. H. Boggild, commanding officer of the *Provider*, to Wallace Barteaux, representing the Barbados Ministry of Education, for use in the schools of the Barbados Island.

The books and supplies were collected in response to an urgent appeal by Mr. Barteaux, a former Kings County resident and now science tutor at Erdiston Teachers' College, Barbados, and were transported to the West Indies by the *Provider*.

Speaking at the presentation, Mr. Barteaux said that the purpose of sending the books was to bring about a closer contact between the children of Nova Scotia and the West Indies.

"It is hoped that this will open up an avenue of correspondence between the participating schools," he said. "Already some of the pupils of the Nova Scotia and Barbados schools are corresponding and have made pen-pals."

Mr. Barteaux also said Canadian interest in the West Indies was increasing by leaps and bounds. "The teachers of Nova Scotia are cognizant of the high standard of education in Barbados and the outstanding effort of the present government to catch up with the increasing rise in school population by providing adequate facilities in all phases of education," he said.

The books, which cover a wide range of subjects, embracing infant, primary and secondary stages of education, will be used to ease the critical shortage of suitable school literature for the island's 50,000 school children.

HMCS St. Laurent

The *St. Laurent* has returned from the Caribbean after having exercised for six weeks with American and Canadian forces in Operation Maple Spring. The time was spent for the most part at sea as plane guard with HMCS *Bonaventure* and replenishment-at-sea trials with HMCS *Provider*. Ports of call included San Juan, Puerto Rico, and



U.S. Marine Corps Captain Jim Toth gives a blow for the crew of HMCS *Provider*. The *Provider* was refuelling Commander U.S. Second Fleet's flagship USS *Newport News* at sea during combined U.S.-Canadian operations in the Caribbean. (U.S. Navy Photo)

Charlotte Amalie, St. Thomas in the Virgin Islands, and also Bridgetown, Barbados.

In addition to these exercises the *St. Laurent* participated in "Operation Handclasp".

Operation Handclasp is a project which enables large American corporations to ship goods donated to charitable organizations in the Caribbean islands through American military transport facilities. One such shipment

of goods, destined for a missionary hospital in Barbados, had been transported by the U.S. Navy over a period of several months from Norfolk, Va., to San Juan.

Since the *St. Laurent* was slated for a week's visit to Barbados, her commanding officer, Cdr. D. D. Lee, volunteered the use of his ship to transport the goods in the last leg of their journey.

The shipment, 82 cases of medical stores and other equipment, weighing

15 tons, was stored in the helicopter hangar. Among the stores transported were operating tables, office cabins, nursery bassinets, and pews for the hospital chapel.

On arrival in Barbados the *St. Laurent* was met by Sister Mary Eugene and Sister Mary Emmerika, both of the Sisters of the Sorrowful Mother, Order of St. Francis of Assisi, under whose direction the hospital is being built.

The shipment was loaded onto several trucks to be taken to the hospital in the north end of the island. Several of the *St. Laurent's* sailors accompanied the trucks to the hospital to help in the unloading and were treated royally for their efforts.

A letter received by Cdr. Lee on departure from Barbados said in part:

"Esteemed Mr. Lee and Crew:

"Last Saturday the bright days in Barbados were made brighter still by the approach of the *St. Laurent*, because she brought our long awaited cargo from San Juan. This was enhanced by the pleasant visit we had on board the ship.

"Sister M. Eugene and myself, want to express our sincere gratitude for your royal and kind hospitality. Even with the smart salute, there was a warmth at which we did not at all feel out of place. In fact, we noticed some similarities between life in the Navy and life in the Army of Christ. We were greatly impressed by the order and organization of the ship and inspired by your kindness and courtesy. We would like to compliment the captain, executive and administrative officers by saying you are running a tight ship.

"Sister M. Irene joins me in gratitude to all who in any way have helped to handle and care for our 'Handclasp' cargo. We wish to give a special vote of thanks to the five hard working sailors who helped to unload at Villa Maria. As long as Canada, our next door neighbour in the States, continues to export men like those whose hearts are as wide as the open plains, then Canada can be justly proud . . ."

"Respectfully and gratefully,

SISTER MARY EMMERIKA, SSM"

HMCS *Nipigon*

Last November the *Nipigon* took a month off to digest the cyclic system by going down to the Caribbean to carry out a work-study investigation for the Director General Ships and a habitability trial in warm waters.

After a busy trip south, during which the newly cycled ship's company carried out a series of drills and exer-

cises, the *Nipigon* arrived at Bridgetown, Barbados, for a stay of four days. Armed with Canadian, American and "Beewee" (BWI) money, the ship's company descended on the island, where most of them promptly were tied in knots by the ambiguity of the term "dollar". However, there were opportunities for swimming, golf, and dancing to the ever-present steel bands. Amateur photographers were kept busy recording the natural beauties of the island, with one or two exceptional shots being taken.

The next port was San Juan, Puerto Rico, where the ship's company acted as a reconnaissance party for the assault launched in early 1965 by a large portion of the RCN during Exercise Maple Spring 65. Among the highlights of the survey was the inspection of the Caribe Hilton's casino's facilities.

Spending power depleted, the *Nipigon* sailed north to Hamilton, Bermuda. A week of work with the *Bonaventure* was punctuated by an eight-hour stay in Quonset, Rhode Island. The two ships then set sail for Halifax, and the *Nipigon* finally returned to the land of the cyclic system about a week before Christmas, the only regret being that all the gorgeous tans had paled appreciably in the week with the *Bonaventure*.

On Jan. 18 the *Nipigon* entered the cyclic system in phase one. As many

"package courses" as possible were arranged for the ship's company, ranging in scope from painting to firefighting to electronics.

Sports afternoons were organized for each Friday, to include interpart volleyball, basketball and squash, with a period of calisthenics as a warm-up.

The *Nipigon's* bowling team won the First Squadron tournament, and went on to represent the squadron in the Atlantic Command tournament at Cornwallis, where it came fifth.

In curling, the *Nipigon* was represented in the Tri-Service Bonspiel at Greenwood, and the Atlantic Command bonspiel at Cornwallis.

Three members from the *Nipigon* helped the Fleet Club darts team to win the tri-service championship in the Halifax area.

In May the *Nipigon's* period "alongside the wall" ended and the whole ship's company was glad to become an operational part of the Navy once more.

PACIFIC COMMAND

HMCS *Sussexvale*

The *Sussexvale*, under Lt.-Cdr. T. C. Shuckburgh, sailed from Esquimalt on Jan. 25 with the *New Glasgow* in company. Twenty-one cadets of the Short Service Officer Plan were on board and the ships were scheduled to



Her Excellency Madame Vanier looks over the combined photographs of ship and ship's company presented to her by Cdr. Donald R. Saxon on behalf of HMCS *Nipigon's* ship's company at an informal ceremony in Government House, in Ottawa, in April. Madame Vanier was sponsor of the *Nipigon* and Cdr. Saxon is commanding officer of the Halifax-based helicopter-destroyer. (PL-145188)

carry out a nine-week training cruise to Central America.

After exercises in the islands off southern California, including an underway replenishment and a shore bombardment, the ocean escorts entered Long Beach on Feb. 6 for a five-day visit.

Sports activities were arranged for cadets and ship's company, and parties toured Marineland and Disneyland. A highlight of the stay in the California naval base was the visit to the *Sussexvale* of Miss Cherie Foster, a Hollywood film starlet, who lunched in the main cafeteria where her host was AB Doug Daschner. While in Long Beach, the ocean escorts welcomed the *Yukon*, just returned from the East Coast.

On Feb. 15, while en route to Balboa, a ceremony was held on the quarter-deck during which the White Ensign was lowered and Canada's national flag was hoisted.

The group arrived at Balboa, the Pacific terminal of the Panama Canal, on Feb 22 for a four-day stay. In spite of the heat, softball and golf tournaments were held, and the cadets participated in a swimming tabloid.

From Balboa the *Sussexvale* turned north again, and headed for Puntarenas, a small port in Costa Rica, where the ship spent five days in company with the *Yukon* and *New Glasgow*.

While the people of Puntarenas greeted the *Sussexvale* with friendly hospitality, the attractions of the small (population 20,000) seaport were of necessity limited and the highlight of the visit was a trip to San Jose, the capital city.

The railway from Puntarenas soon leaves the torrid heat of the coast behind. With Canada's national flag flying proudly from the engine, the special electric train, provided by the government of Costa Rica, climbed into the foothills. The officers, cadets and men from the three ships were glued to the windows as they watched the green, mysterious jungle slide by them. Cameras clicked and whirled, and then the train broke out into more open country, dotted with small ranches where white longhorn cattle grazed and gauchos, complete with wide-brim hats and machetes, slouched on their small, wiry horses.

Back into jungle again, and now the railroad wound a serpentine way into the mountains, with spectacular drops into immense canyons where the flash of rushing streams could be seen through the brilliant, green foliage.

The track was lined with small corrugated iron shacks, each with its com-



This photo could well be captioned "Hands to stations for leaving harbour" as the old river steamer Saskatchewan leaves Squaw Rapids, on the Saskatchewan River, for Cumberland House, sometime before the turn of the century. The 146-foot stern wheeler is believed to have been the first ship in Canada named Saskatchewan. (E-78353)

FIRST SASKATCHEWAN

TWO PICTURES of what is believed to have been the first ship in Canada ever to be named *Saskatchewan* have been presented to the destroyer escort HMCS *Saskatchewan*, a unit of the Second Canadian Escort Squadron.

The pictures were given to the ship by Lt.-Cdr. Stan W. Riddell, former weapons officer on board the ship, who is now on the staff of the Flag Officer Pacific Coast.

They were found by Lt.-Cdr. Riddell's father, director of power production, Saskatchewan Power Corporation, while

he was doing research for hydro development at Squaw Rapids on the Saskatchewan River.

The old photographs were found at Cumberland House, about 50 miles upstream from Squaw Rapids.

The original *Saskatchewan* was built for the Hudson's Bay Company in Winnipeg in 1882 for the Squaw Rapids-Cumberland House run. She had a displacement of 219 tons, a length of 146 feet and a beam of 24½ feet. Her flat bottom gave her a shallow draught of 7.2 feet.

The vessel was laid up in 1907.

plement of waving children, and once the train stopped at a small town where other children rushed forward with limes, nuts and sticky concoctions of popcorn and honey.

At noon—four hours and 72 miles out of Puntarenas—the train arrived in San Jose. The Canadian had until 8 o'clock the following morning to explore the beautiful capital city, and they took full advantage of their time there.

They found that accommodation and feed were cheap by Canadian standards, but the main impression that they took

away was of the friendliness of the people. Wherever the Canadian uniform was seen there were smiling faces and "Canada muy bueno"—"Canada very good".

On departure from the friendly Central American republic the *Sussexvale*, *New Glasgow* and *Yukon* steamed southwest to remote Cocos Island, which legend says is the hiding place chosen for his treasure by the pirate Captain Kidd.

While anchored off the colourful, tropical island the ships took part in a fishing derby with points being awarded

for biggest and smallest fish, and the largest number caught. When all catches were tallied, including several small sharks and sea snakes, it was found that honours were even.

The next port-of-call was Salina Cruz, Mexico, at the head of the Gulf of Tehuantepec, where a brief overnight stop for fuel was made. On the way, the *Sussexvale* participated in tactical exercises with the other ships and continued her SSOP cadet training program.

From Salina Cruz the ship continued northward, and arrived on March 15 at the Mexican town of Mazatlan, a holiday resort that competes with Acapulco for its share of vacationers.

The next leg of the cruise took the ships to Sacramento, state capital of California, from there they would sail home to Esquimalt.

NAVAL DIVISIONS

HMCS Carleton

His Worship Don Reid, Mayor of Ottawa, was presented with a framed picture of HMCS *Ottawa*, destroyer escort, as a gift to the City of Ottawa when he attended ceremonial divisions at HMCS *Carleton*, the Ottawa naval division, January 28.

The picture, a coloured photograph of the warship taken at sunset while she was steaming through the China Sea en route to Colombo, Ceylon, was presented by *Carleton's* commanding officer, Captain John M. Robertson.

The City of Ottawa's sea-going namesake (actually both city and ship are named after the river of the same name) is the third of the name and the first built in Canada. The first HMCS *Ottawa*, was commissioned in 1938, was torpedoed and sunk in 1942. The second, commissioned in 1943, saw duty in the North Atlantic and in the invasion of Normandy. She was paid off



A double award winner is congratulated by Mayor Don Reid of Ottawa during ceremonial divisions at HMCS *Carleton*, the Ottawa naval division. Wren Willa-Jean Bellman won awards as best wren and best woman athlete. (O-15955)

at the end of the war. The present *Ottawa*, a St. Laurent class destroyer escort, was commissioned in 1956 and just last fall was recommissioned as a helicopter-carrying DDE, equipped with variable depth sonar.

The picture presentation took place on the parade deck at *Carleton* following a march past of the ship's company, during which Mayor Reid shared the dais with Captain Robertson. The Mayor afterwards presented top performance awards to nine seamen and wrens of the division and congratulated Lt. Ann Donaldson, who received the Canadian Forces Decoration from Captain Robertson.

After the parade, Mayor Reid was shown through divisional headquarters by Captain Robertson, saw playoffs in basketball and volleyball and watched a judo and karate demonstration by the Ottawa Black Belt Association. After chatting with members of the

ship's company he attended a reception in the wardroom.

The awards made during the evening were:

Best Wren and Best Woman Athlete: Ord. Wren Willa-Jean Bellman;

Best New Entry: Ord Sea. G. R. Carroll;

Proficiency in General Training, Part I: Ord. Sea. B. G. Boucher;

Proficiency in General Training, Part II: Ord. Sea. Christopher Henoeh;

Most Proficient in Communications: Ldg. Sea. Wayne Snyder;

Best Bandsman: AB Harry Kidder;

Best Attendance Record: Ldg. Sea. Gordon Martin;

Best Male Athlete: Officer Cadet Graham Thompson.

HMCS Cabot

Canada's new flag was raised in an appropriate ceremony in HMCS *Cabot*, the St. John's, Nfld., naval division, at 11:45 a.m. on Feb. 15, 1965.

Cabot was thus the first fleet establishment in Canada to hoist the national flag, since Newfoundland is in a time zone half an hour ahead of the mainland.

An armed guard of 14 men under the gunnery officer was assembled and rendered the honours. A ceremonial piping party was formed from the regular staff.

Former commanding officers of the division were invited to be present, as well as Commanders E. B. Pearce and William Bremner, both of whom served as Naval Commander, Newfoundland, before retirement. The Lieutenant Governor, Cdr. Fabian O'Dea, RCNR (Ret), was unfortunately unable to attend.

Following a short prayer, the White Ensign was lowered for the last time, with the guard at the present and pipes sounding the still. The new flag was sent aloft with similar honours and a prayer based on the one read in Ottawa was recited by the chaplain.



THE NAVY PLAYS

West Coast Team Wins Rugger Trophy

Members of the Pacific Command's representative rugby team are wearing justified smiles of victory.

In the first game of its kind ever played, the Pacific Coasters tore up the turf to the tune of 10 to 3 against a team representing the RCN's Atlantic Command. Played at HMCS *Naden* in April, it was the first East vs. West rugby game held by the Navy.

To the Pacific Command victors went the Admiral's trophy, presented personally by Rear-Admiral M. G. Stirling, Flag Officer Pacific Coast. It is hoped to make the game an annual event.

Heroes in the goal department were PO William Hiltz, of the *New Glasgow*; and Able Seamen Michael Reynolds and George Ganley, both naval technical apprentices at the Fleet School, *Naden*.

Coach and manager of the team was Lt. Sam Paterson, of *Naden*, while the captain was UNTD Officer Cadet Ronald Copley, who attends the University of Victoria.

Football League Almost Wiped Out

Stadacona Sailors have requested a one-year leave of absence from the Atlantic Football Conference. The withdrawal leaves the circuit with only two teams. A spokesman said *Stadacona* team officials informed the conference it would not be able to field a team for the 1965 season because many players would be serving at sea next fall.

Seven university teams withdrew from the original nine-team league last fall to form their own intercollegiate league.

Shearwater Flyers and a new entry, Halifax *Buccaneers*, may play a series of exhibition games, the spokesman said, and added there was the possibility another team or teams could be found to form a league and thus qualify Nova Scotia to challenge for the Canadian intermediate title. Any challenge from the province must come from a league of three or more teams.

Ottawa Curlers Top Navy Bonspiel

Ottawa's Doug Gillis, a retired chief petty officer, is the Royal Canadian Navy Curling Association's top curler.



Ord. Wren Linda Lambert, of Grand Manan, N.B., and Ord. Wren Helen Blackburn, of Pincher Creek, Alberta, exchange friendly challenges at the beginning of the second game of a home-and-home invitational basketball series between the wrens of *Stadacona* and *Cornwallis*. Wren Lambert's powerful *Stadacona* team overpowered the *Cornwallis* crew led by Wren Blackburn to win the two-game series. The game was played in *Cornwallis*. (DB-19683)

He led his rink to an 8-4 win over clubmate Cdr. Horace Williams in the association's 9th annual bonspiel in Ottawa in early April.

Twenty rinks from Halifax to Esquimalt and from as far south as Washington, D.C., and as far north as Inuvik, N.W.T., with HMCS *Swansea*, representing the Navy afloat, took part in the four-day bonspiel on Navy ice. Twelve Ottawa rinks from non-Navy clubs shared in the fun.

The Gillis rink received the Westinghouse trophy for its fine effort. Second-flight winner of the Ross trophy was another Ottawa foursome, skipped by Lt.-Cdr. Roby Harper. He defeated association president and clubmate, Lt.-Cdr. Norm Denney 14-8.

Winner of the MacGillivray trophy was CPO Howard Ward's *Naden* rink, which defeated ex-war-time sailor Ennis Garland, of Ottawa, 8-6. High-

light of the match was a three-ender by *Naden* in the fifth.

Ottawa's *HMCS Gloucester* entry skipped by Lt. Jack Wilson defeated CPO John Howell's *Stadacona* rink 13-10 to take the Wright trophy. The Ottawa sailors scored four in the sixth end and never looked back.

The Lavalley trophy, presented for the second time to the rink winning the round robin which determines the flights, was won by AB Bryan Bettsworth's *HMCS Coverdale* foursome from Moncton, N.B. Runner up was Lt.-Cdr. Bill Harris' *Stadacona* entry.

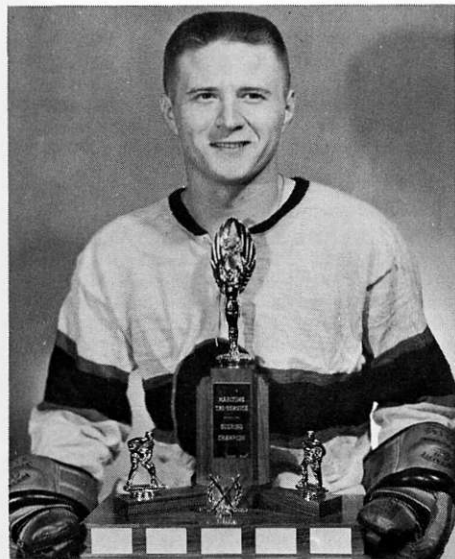
The association was formed in 1957 to promote curling in the Navy and encourage the formation of member clubs. Twelve Navy clubs entered 20 rinks in the 'spiel.

Chairman of the event was Lt.-Cdr. Charles Bicknell. His committee included Lt.-Cdr. W. G. Powell, secretary; Lt.-Cdr. Norman Booth, treasurer; WO Stanley Dacey, RCOC, draw; Lt.-Cdr. Walter Huculak, accommodation, and CPO Donald Crawford, chief umpire.

The Westinghouse trophy, an antique tea urn of the George II era, was the first trophy competed for by the association. It first appeared at the initial 1957 bonspiel in Hamilton. Discovered and purchased by a Westinghouse official, it was decorated with a curling motif and donated to the association. Since 1957 four other trophies bearing the names of distinguished Canadian sailors have been added to the organization's trophy case.

14 Points Scored In Hockey Tourney

Ord. Sea. Robert L. Campbell, was the top scorer in the annual Atlantic Region Tri-Service Hockey Tournament at RCAF Station Summerside, P.E.I..



He scored eight goals and was credited with six assists for the Navy's entry, the *Cornwallis* Cougars.

He is a former student of Porter Collegiate in Scarborough, Ont., and has played for the Scarborough Monties of the Intermediate League.

One of the youngest players in the Maritime League, Ord. Sea. Campbell has been taking new entry training at *Cornwallis*. (DB-19701)

Stadacona Wins Basketball Title

Stadacona Sailors captured the Atlantic tri-service basketball championship by carving out a 67-53 victory over RCAF Chatham in the championship game at the *Shearwater* gym in early March.

The *Stad* cagers swept to three straight wins in the two-day round-robin series. Chatham, the defending champions, finished with two wins and one loss while *Shearwater* had one victory in three outings. *Cornwallis*, the other team in the hoop meet, failed to win a game in three starts.

In the windup games, Chatham breezed to a 104-54 triumph over *Cornwallis*, *Stad* clipped *Shearwater* 66-51, and *Stad* turned back Chatham 67-53 in the finale.

Navy Rink Wins In Junior Curling

A rink from *Shearwater*, composed of Sub-Lieutenants J. E. Tucker (skip), A. S. Pokotylo and F. N. Clarke, all pilots with VS-880 Squadron, and PO H. N. Parsons, naval aircrewman, recently won the Nova Scotia branch



junior curling championship in Lunenburg, N.S.

The competition was open to all curlers in the province with less than eight years of organized curling.

Having won the Dartmouth junior curling crown the *Shearwater* rink won out in stiff competition against 18 other rinks from throughout the province.

As well as winning the Nova Scotia crown, the rink won the *Shearwater* Curling Club's opening bonspiel and walked off with the Dartmouth Curling Club championship compiling a record of eight wins and no losses.

In the past years Sub-Lt. Tucker and Sub-Lt. Clarke had teamed together to win the RCAF Penhold club championship in 1961, the Pacific Command Club championship in 1962 and the Atlantic Command Bonspiel in 1963. (DNS-35277)

PORPOISE ADAPTS TO CAPTIVITY

A "first" in marine zoology has been established by Naval Missile Centre (NMC) personnel at Point Mugu, California.

According to Forrest G. Wood, Jr., head of NMC's marine science division, a young female Dall porpoise (*Phocoenoides dalli*) is accepting food and otherwise appears to be adapting well to captivity.

"No Dall porpoise has ever before been successfully maintained in captivity," Wood said. Members of the species generally die of shock a few minutes after capture. Only three other Dall porpoises have been known to be captured alive. Two died within 24 hours and the third lived a week in a Japanese aquarium, but accepted no food.

Point Mugu's specimen was captured Jan. 8 off-shore from Santa Barbara,

Calif., and is being maintained in a 50-foot tank at Point Mugu.

The Dall has a striking black and white, penguin-like coloration. It has a small, pointed head and very small flippers. It reaches a maximum length of about 6½ feet.

Biologists believe it to be a deep diver. Stomach contents have revealed fish that normally live more than 400 feet below the ocean's surface. In addition, observations at sea indicate it is among the fastest swimming porpoises.

The U.S. Navy is interested in the Dall to increase its knowledge of deep-diving physiology and cetacean hydrodynamics, the efficiency with which porpoises and whales move through water. It is hoped these studies will yield applications in man-under-the-sea programs and other naval diving activities. (*Nav-News*, USN)

RETIREMENTS

CPO RAYMOND ERIC BALLARD, CD; C2CM4; joined RCNVR Dec. 2, 1940; transferred to RCN May 10, 1944; served in Naden, Courtenay, Sans Peur, Burrard, Peregrine, Niobe, Iroquois, Givenchy, Ontario, Uganda, Crescent, Cornwallis, Sioux, Skeena; retired Feb. 5, 1965.

CPO GEOFFREY KINGSTON BATE, CD and 1st Clasp; C1SG4; joined RCNVR May 27, 1939; transferred to RCN Feb. 26, 1941; served in Calgary, Naden, Marauder, Can-colin, Mitchell Bay, New Westminster, William Head, St. Hyacinthe, St. Francis, Brantford, Sackville, Chaleur, Avalon, Stadacona, Hallowell, Swansea, Cornwallis, Haida, Bytown, Niobe II, Bonaventure, Crescent, Cape Scott, Sioux, Athabaskan, Kootenay; retired March 7, 1965.

CPO CYRUS ARTHUR BROOKS, CD; C2ER4; joined RCNVR Jan. 13, 1944; transferred to RCN Nov. 16, 1944; served in Hunter, Queen Charlotte, Cornwallis, Stadacona, Avalon, Arnprior, Lauzon, Medicine Hat, Peregrine, Niobe, Warrior, HMS Ringtail, Scotian, U-190, Montcalm, Magnificent, Iroquois, Micmac, Huron, Toronto, Fort Erie, St. Laurent, Gatineau, Hochelaga; retired Feb. 23, 1963.

CPO ALBERT HARRY BUTLER, CD and 1st Clasp; C2BN3; served in RCNVR Feb. 10, 1938-Aug. 29, 1945; rejoined RCNVR May 6, 1946; transferred to RCN Sept. 2, 1946; served in Saskatoon naval division, Naden boom defence vessel attached to Givenchy, Can-colin, Lockport, Stadacona, Granby, Sault-Ste-Marie, Hochelaga II, Peregrine, Fort Francis, Unicorn, Malahat, Ontario, Cornwallis, Quebec, Huron, New Glasgow, Quadra, Beacon Hill, Ottawa; retired March 2, 1965.

CPO GORDON DARK, CD; C1CM4; joined RCNVR March 18, 1940; transferred to RCN March 24, 1943; served in Naden, Sans Peur, Stadacona, Saskatchewan, Shelburne, York, Cornwallis, Niobe, Warrior, Ontario, Crusader, Venture, Assiniboine; retired March 23, 1965.

CPO ELMER MACE DAUNCEY, CD and 1st Clasp; C2CM4; joined May 6, 1940; served in Naden, Prince Robert, Royal Roads, Stadacona, Bytown, (for Washington D.C.), Cornwallis, Peregrine, Qu'Appelle, Uganda, Givenchy, Ontario, Naden, Cayuga, Crescent; retired March 1, 1963.

CPO GEORGE BEATTIE DONALDSON, CD; C2WS3; joined Sept. 16, 1940; served in Naden, Stadacona, Niobe, Saguenay, Dunvegan, Avalon, Cornwallis, St. Laurent, Ettrick, Nene, Peregrine, York, Givenchy, Crescent, Quebec, Huron, Ontario, Athabaskan, Sussexvale; retired March 17, 1965.

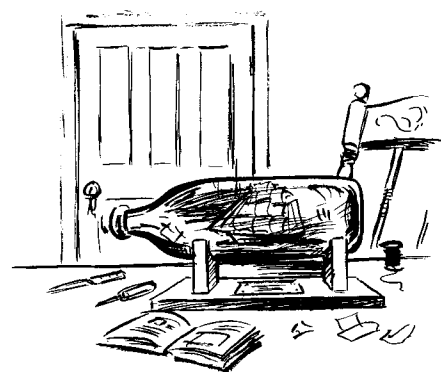
CPO ISIDORE NOEL DOUCET, CD; C1CM4; joined RCNVR Sept. 25, 1939; transferred to RCN Jan. 15, 1942; served in Quebec naval division, Stadacona, Prince Henry, Naden, Chatham, Bellechasse, Avalon, HMS Salisbury, Prince Rupert, Peregrine, York, Somers Isles, Niobe, Crusader, Warrior, Niobe, Magnificent, Shearwater, Cornwallis, Haida, Naden, Columbia, Montcalm, Hochelaga; retired March 30, 1965.

CPO GERALD JAMES DUFOUR, CD; C1RM4; served in RCNVR Sept. 17, 1940-

July 7, 1945; joined RCN Dec. 9, 1946-Feb. 10, 1965; served in Windsor naval division, Stadacona, Sorel, Napanee, Riviere du Loup, Niobe, Summerside, Peregrine, Hunter, Iroquois, Haida, Albro Lake radio station, Portage, Cornwallis, Labrador, Assiniboine, Crescent, Patriot, Bonaventure; retired Feb. 10, 1965.

CPO STUART McLEOD DUNCAN, CD; C1WU4; served in RCNR June 3, 1942-Sept. 24, 1945; joined RCN Aug. 12, 1946; served in Hunter, Naden, SS Princess Elizabeth, Stadacona, Shelburne, Hochelaga, Kapuskasing, Scotian, Peregrine, Hunter, Swansea, Portage, Magnificent, Cornwallis, St. Laurent, Saguenay, Bonaventure, Brunswick; retired March 21, 1965.

PO RAY ORMAN DUNHAM, CD; P1ST4; joined RCNVR Dec. 21, 1943; transferred to RCN Oct. 26, 1945; served in Star, Cornwallis, Stadacona, Hochelaga II, Glenevis, Scotian,



Niobe, HMS Owl, Warrior, RCNAS Dartmouth, Magnificent, Naden, Iroquois, La Hullose, St. Stephen, Crescent, Haida, Wallaceburg, York, Cape Breton, D'Iberville, Restigouche, Terra Nova; retired March 21, 1963.

CPO FREDERICK H. EWALD, CD; Mentioned in Dispatches; C1ER4; joined RCNVR Sept. 21, 1940; transferred to RCN Aug. 13, 1941; served in Edmonton naval division, Naden, Sans Peur, Wolf, Ungava, Stadacona, Hunter, Cornwallis, Avalon, Qu'Appelle, Peregrine, Niobe, Warrior, Rockcliffe, Ontario, Crusader, Discovery, Skeena, Antigosh, Cape Breton; retired March 9, 1963.

CPO LEONARD LESLIE GIRLING, CD; C1BN4; joined RCNVR Jan. 31, 1944; transferred to RCN Feb. 23, 1945; served in Star, Cornwallis, Stadacona, Scotian, Cornwallis, Peregrine, Niobe, HMS Peewit, Warrior, Magnificent, Shearwater, Crescent, Iroquois, La Hullose, Prevost, Labrador, Shearwater, Outremont, St. Croix, York; retired Feb. 21, 1963.

PO DAVID EDWARD GLOVER, CD; PIPW3, joined Feb. 5, 1945; served in Discovery, Donnacona, Cornwallis, Stadacona, Niobe, HMS Peewit, Warrior, Naden, Athabaskan, Royal Roads, Crescent, Assiniboine, Fraser, Margaree; retired Feb. 4, 1965.

CPO FRANK GRANT, CD; C2WU3; joined RCNVR May 17, 1938; transferred to RCN Jan. 1, 1941; served in Naden, Armentieres,

Wolf, Prince Robert, Quesnel, Peregrine, Port Colborne, Niobe, Warrior, Givenchy, Rockcliffe, Ontario, Stadacona, Cayuga, Queen, Crescent, Athabaskan, Nootka, Cornwallis, Assiniboine, Bonaventure, Cape Scott, Hunter, York; retired Feb. 6, 1965.

CPO ARTHUR HIGGINS, CD and 1st Clasp; C3CK3; served in RCNVR Oct. 27, 1939-Oct. 11, 1945; joined RCN Jan. 16, 1947; served in Stadacona, Venosta, HMS O-We-Ra, Sankaty, Hochelaga, Blairmore, Dunvegan, Assiniboine, Peregrine, Portage, New Lisk-eard, Haida, Huron, Shearwater, Quebec, Shelburne, Algonquin, Micmac, Iroquois; retired March 10, 1965.

CPO HARRY JAMES THOMAS JENNINGS, CD and 1st Clasp; C2AT4; served in RCAF; joined RCN Feb. 3, 1947; served in York, Naden, Stadacona, RCNAS Dartmouth, Niobe, HMS Condor (RNAS Arbroath), Bytown, Cornwallis, Shearwater, Magnificent, 18 CAG, 19 CAG, 31st SAG, VF-870, Bonaventure, Bytown; retired March 3, 1965.

CPO GEORGE ANDREW JENSON, CD; C1RP4; joined Sept. 16, 1940; served in Naden, Stadacona, Prince David, Star, Prince Robert, Peregrine, Niobe, Ontario, Cornwallis, Athabaskan, Micmac, HMS Dryad, Magnificent, Bonaventure, Discovery, Saguenay; retired Feb. 9, 1963.

PO FREDERICK JOSEPH JULIEN, CD and 1st Clasp; P1BN3; joined RCNR March 21, 1940; transferred to RCN Nov. 7, 1944; served in Stadacona, Skeena, Gate Vessel No. 1, Q-084, Provider, Cornwallis, Peregrine, Matane, Uganda, Scotian, Nootka, Naden, Rockcliffe, Haida, Iroquois, Magnificent, Montcalm, D'Iberville, St. Laurent, La Hullose, Chignecto, Hochelaga; retired March 20, 1965.

CPO EDWARD DONALD JUPP, CD and 1st Clasp; C2BN3; joined RCNVR March 3, 1940; transferred to RCN March 6, 1940; served in Montreal naval division, Naden, Givenchy, (Van Isle); Prince Robert, Cornwallis, Stadacona, Uganda, Rockcliffe, Malahat, Discovery, Royal Roads, Cayuga, Oshawa, Saguenay, Venture; Mackenzie; retired March 2, 1963.

CPO JACK RUSSELL KIMBER, C1ER4; joined March 1, 1937; served in Stadacona, St. Laurent, Skeena, Fundy, Saguenay, Columbia, Naden, St. Croix, Niagara, Niobe, Saskatchewan, Avalon, St. Stephen, Stadacona, Iroquois, Magnificent, Bytown, St. Laurent, Cape Scott; awarded RCN Long Service & Good Conduct Medal; retired Feb. 28, 1963.

CPO KENNETH ERNEST KNOWLES KRAFFT, CD; C2RS4; joined Sept. 4, 1946; served in Carleton, Naden, Uganda, Ontario, Crescent, Stadacona, Gloucester, Coverdale, Churchill, Chippawa, Cornwallis, Alert radio station, NWT; retired March 19, 1965.

CPO SAMUEL EMANUEL MacEACHERN, CD; C1AT4; served in RCAF; joined RCN Oct. 21, 1946; served in Stadacona, Naden, RCNAS Dartmouth, Warrior (19 CAG), RNAS Eglinton (19 CAG), Magnificent, Niobe, HMS Condor, Shearwater, Shearwater (VT-40), York, Patriot; retired March 25, 1963.

CPO WILLIAM THOMAS MONTAGUE MANSELL, CD; C2AT4; served in RCAF; joined RCN Feb. 3, 1947; served in Naden, Naden, RCNAS Dartmouth, Niobe, Heron (RNAS Yeovilton), Stadacona, Shearwater (19 CAG), Magnificent (30 CAG) Bytown, Shearwater; retired March 18, 1965.

CPO HONORE REGINALD SERGE ALIX MATTE, CD; joined RCNVR Oct. 19, 1942; transferred to RCN June 14, 1946; served in Cartier, Cornwallis, Stadacona, Protector, Naden, Kokanee, Athabaskan, Cayuga, Bytown, Ontario; retired Feb. 2, 1965.

CPO JOHN McDONALD, CD and 1st Clasp; C1SN4; joined Nov. 19, 1948; served in Stadacona, Iroquois, Portage, Huron, Swansea, Wallaceburg, Haida, Porte St. Louis, Niagara, Nootka, Shearwater (HS-50), Bonaventure (HS-50), York; retired March 1, 1965.

PO JOSEPR DARRELL O'DONNELL, CD; P1ER4; joined RCNVR Feb. 19, 1944; transferred to RCN Feb. 22, 1945; served in Protector, Cornwallis, Iroquois, Peregrine, Niobe, Warrior, Scotian, Stadacona, Queen Charlotte, Nootka, La Hulloise, Micmac, Haida, Wallaceburg, Sussexvale, Quebec, Outremont, Victoriaville; retired March 12, 1965.

CPO DOUGLAS LEROY PALMERSTON, CD; C2RM3; joined July 15, 1941; served in Hamilton naval division, Naden, Sans Peur, Chatham, Cape Beale, Billow, Miramichi, Peregrine, Hochelaga II, Kingston, Smiths Falls, Avalon, St. Hyacinthe, Bytown, Bay of Bulls, Albro Lake, Magnificent, Stadacona, Cornwallis, Shearwater, Crusader, Saguenay; retired Feb. 21, 1965.

CPO LEWIS SAMUEL PARSONS, CD; C1HT4; served in RCNR Jan. 14 1942-Oct. 18 1945; RCNVR Jan. 18, 1946; transferred to RCN Aug. 12, 1946; served in Stadacona, Regina, Avalon, Peregrine, Scotian, Chatham, Naden, Malahat, Ontario, Cornwallis, Antigonish, Churchill, Cayuga, St. Laurent; retired March 26, 1965.

PO JAMES FREDERICK PRIMEAU CD; P1ER4; served in RCNVR Aug. 26, 1941-Sept. 11, 1945; joined RCN Nov 5, 1946; served in Kingston naval division, York, Stadacona, Kenogami, HMS Sakai II, Dinosaur, Capra, Niobe, 121st LCI(L) Squadron, 125th LCI(L) Squadron, Cornwallis, Hunter, Micmac, Warrior, Magnificent, Wallaceburg, Huron, Quebec, Swansea, Haida, Outremont; retired Feb. 26, 1965.

CPO BERNARD LESLIE ROBERGE, CD; C1SG4; joined July 15, 1941; served in Calgary naval division, St. Hyacinthe, Naden, Kelowna, Givenchy, Armentieres, Prince Robert, Stadacona, RNO Quebec, Riviere du Loup, Avalon, Hallowell, St. Hyacinthe, Crescent, Haida, Albro Lake radio station, Huron, Cornwallis, Assiniboine, Bonaventure; retired March 23, 1965.

CPO KENNETH LOCKE ROOKE, CD; C1CM4; joined RCNVR Sept. 5, 1939; transferred to RCN Oct. 24, 1940; served in Stadacona, Bersimis, Restigouche, York, Peregrine, Niobe, HMS Trumpeter, Magnificent, Cornwallis, Naden, Hochelaga, Bonaventure; retired Feb. 28, 1965.

CPO JOHN THORNTON SHEA, CD and 1st Clasp; C1ER4; joined RCNVR Jan. 12, 1940; transferred to RCN Oct. 2, 1940; served in Winnipeg naval division, Stadacona, HMS Ranpura, Restigouche, Niobe, Athabaskan.

HMS Glory, Peregrine, Givenchy, Naden, Antigonish, Rockcliffe, Sault Ste. Marie, Cornwallis, Royal Roads, Ontario, Assiniboine, Cape Breton; retired March 16, 1965.

CPO HENRY SILVESTER, CD and 1st Clasp; C1BN4; joined RCNVR Feb. 4, 1937; transferred to RCN Oct. 16, 1940; served in Winnipeg naval division, Naden, DEMS Harrington Cut, HMS Wold, Prince Robert, Niobe, Forest Hill, Avalon, Peregrine, Cornwallis, Antigonish, Sault Ste. Marie, Sussexvale, Jonquiere, Assiniboine, Qu'Appelle; retired March 10, 1965.

CPO RONALD ARTHUR TUCKNOTT, CD; C25SG4; joined RCNVR Nov. 27, 1940; transferred to RCN Oct. 9, 1941; served in Winni-

peg naval division, Naden, Kelowna, Givenchy, Q-070, Lady Joan, St. Hyacinthe, York, Stadacona, Battleford, Digby, Peregrine, Avalon, Eastview, Uganda, Crescent, Beacon Hill, Unicorn, Cayuga, Cornwallis, Venture, Ontario, Patriot; retired Feb. 14, 1965.

CPO JOHN BERNARD CROZIER SMITH, CD and 1st Clasp; 2CSG3; joined RCNVR March 26, 1940; transferred to RCN Dec. 21, 1941; served in Naden, Wolf, Givenchy, NOIC Vancouver, St. Hyacinthe, Venture, Columbia, Avalon, HMS Witch, Chilliwack, Stadacona, Burlington, Cornwallis, Frontenac, St. Hyacinthe, Niobe, Warrior, Givenchy, Cayuga, Ontario, Athabaskan, James Bay, New Glasgow, Cape Breton, Patriot; retired March 25, 1965.

The New Pay Schedule

MONTHLY PAY RATE TABLE
(Sailors—Soldiers—Airmen)

Rank (Equivalent)	Basic	Progressive Pay				Subsistence Allowance		Marriage Allowance	Your Pay
		2 years	3 years	4 years	5 years	Married	Single		
Warrant Officer Class 1	347.00	357.00	—	367.00	377.00	110.00	95.00	30.00	
Warrant Officer Class 2	311.00	318.00	—	325.00	332.00	105.00	85.00	30.00	
Staff Sergeant	272.00	278.00	—	284.00	290.00	105.00	85.00	30.00	
Sergeant	239.00	244.00	—	249.00	254.00	105.00	75.00	30.00	
Corporal	215.00	219.00	—	223.00	227.00	100.00	65.00	30.00	
Lance-Corporal	209.00	—	—	—	—	100.00	65.00	30.00	
Private Trained (Higher Rate)	146.00	—	171.00	—	206.00	100.00	65.00	30.00	
Basic Rate	124.00	—	—	—	—	100.00	65.00	30.00	
Private Recruit	117.00	—	—	—	—	100.00	65.00	30.00	
Private under 17	65.00	—	—	—	—	—	65.00	—	

In addition to the pay and allowances detailed above personnel receive additional pay for increased proficiency in their particular trade.

Trade Group	1	2	3	3X	3A	3Y	3Z	4	4A
Trades Pay	12.00	36.00	54.00	60.00	63.00	66.00	72.00	72.00	90.00

MONTHLY PAY RATE TABLE
(Officers)

Rank (Equivalent)	Basic	Progressive Pay					Subsistence Allowance		Marriage Allowance	Aircrew Pay	Your Pay
		2 years	3 years	4 years	5 years	8 years	Married	Single			
Colonel	974.00	1019.00	—	1064.00	—	—	165.00	139.00	40.00	135.00	
Lieutenant-Colonel	764.00	789.00	—	814.00	839.00	864.00	150.00	126.00	40.00	150.00	
Major	600.00	625.00	—	650.00	675.00	700.00	135.00	113.00	40.00	150.00	
Captain	453.00	473.00	—	493.00	513.00	533.00	125.00	95.00	40.00	135.00	
*Lieutenant	423.00	438.00	—	453.00	468.00	483.00	125.00	90.00	40.00	125.00	
*2nd Lieutenant	423.00	438.00	—	453.00	468.00	483.00	110.00	75.00	40.00	75.00	
Lieutenant	346.00	—	386.00	—	401.00	—	125.00	90.00	40.00	125.00	
2nd Lieutenant	250.00	—	—	—	—	—	110.00	75.00	40.00	75.00	
Officer Cadet (ROTP)	78.00	—	83.00	—	—	—	—	65.00	—	—	

These rates apply to members promoted to commissioned rank from Staff Sergeant or above.

Pay increases retroactive to Oct. 1, 1964, for all ranks of the Canadian Armed Forces were announced on March 3. The tables printed here do not take into account professional allowances for medical and legal officers, aircrew, submarine or foreign service allowances, or subsistence allowance. No change has been made in the progressive pay periods established when revised pay schedules were announced effective Oct. 1, 1962.

OFFICERS RETIRE

LT.-CDR. CECIL JULIAN BENOIT, DSC, CD; commenced service in the RCN on Aug. 14, 1940, as a cadet; promoted to midshipman Jan. 1, 1941; served in *Stadacona*, *HMS Britannia*, *HMS Mauritius*, *HMS Brocklesby*, *HMS Anson*, *HMS Excellent*, *HMCS Columbia*, *Kentville*, *Iroquois*, *Scotian*, *Portage*, *Niobe*, *Nootka*, *Bytown*, *Quebec*, *Chignecto*, *Outremont*; last appointment, *HMCS Stadacona* on staff of Assistant Chief of Staff Operations and Plans as Staff Officer Defence Planning; commenced leave March 26, 1965; retires on Oct. 21, 1965.

LT.-CDR. JOHN FOSTER BEVERIDGE, CD; commenced service in the RCNVR on Jan. 9, 1941, as a probationary sub-lieutenant; served in Ottawa naval division, *Stadacona*, *Naden*, *Givenchy*, *Cornwallis*, *Carleton*; demobilized Oct. 16, 1945; re-entered service on Jan. 3, 1948, as a lieutenant (g), RCN(R); transferred to RCN on Dec. 22, 1951, as an ordnance lieutenant-commander; served in Naval Headquarters, *Naden*, *Cayuga*, *Stadacona*; last appointment *Stadacona* on Staff of Assistant Chief of Staff Operational Readiness as Class Officer Frigates; commenced leave Apr. 5, 1965; retires on July 24, 1965.

LT.-CDR. JAMES McARTHUR BIRD, CD; commenced service in the RCN as acting sub-lieutenant (L) on March 19, 1949; served in *Bytown*, *Donnacona*, *Stadacona*, *Niobe*, *Shearwater*, *Magnificent*, *Niagara*; last appointment, *HMCS Bytown*, on staff of Director of Avionics; commenced leave March 2, 1965; retires on July 23, 1965.

LT.-CDR. JAMES OLIVER BOYD, CD; commenced service in the RCNVR on Feb. 12, 1931, as an ordinary seaman; transferred to RCN on Jan. 12, 1936, as a stoker 2nd class; served in *Naden*, *Armentieres*, *Delhi*, *Skeena*, *St. Laurent*, *Stadacona*, *St. Croix*, *Givenchy*, *Chatham*, *Burrard*, *HMS Puncher*, *Niobe*; promoted to acting warrant engineer on Jan. 1, 1944; served in *Magnificent*, *Stadacona*, *Cornwallis*, *Bytown*, *Naden*, *Sioux*, *Crescent*, *Assiniboine*; last appointment, *HMCS Naden*, for Engineering Division; commenced leave March 17, 1965; retires on Oct. 19, 1965.

LT.-CDR. JOHN WILLIAM BROOKS BUCKINGHAM, CD; commenced service in the RCN on June 6, 1938, as a boy seaman; promoted to acting bos'n on Feb. 2, 1944; served in *Niobe*, *Cornwallis*, *Collingwood*, *Toronto*, *Uganda*; *Stadacona*, *Nootka*, *Athabaskan*, *Queen*, *Magnificent*, *Shearwater*, *Naden*, *Crescent*, *New Glasgow*, *Carleton*; last appointment, *HMCS Carleton*, as Naval Career Counsellor; commenced leave April 6, 1965; retires on Nov. 15, 1965.

LT.-CDR. ROBERT DEWHIRST, CD; commenced service in the RCNVR on April 30, 1934, as an ordinary seaman; transferred to RCN on Jan. 12, 1936; promoted to acting bos'n on June 21, 1945; served in *Cornwallis*, *Crescent*, *Naden*, *Stadacona*, *Quebec*, *Iroquois*, *Sussexvale*, *Shelburne*, *Bytown*; last appointment, *HMCS Naden*; commenced leave Jan. 16, 1965; retires on Sept. 10, 1965.

LT.-CDR. FRANK HERBERT FOSTER, CD; commenced service in the RCN on Jan. 25, 1937, as a steward; promoted to acting warrant supply officer on June 1, 1943; served in *Naden*, *St. Laurent*, *Avalon*, *RCN College*, *Stadacona*, *Cornwallis*, *Bytown*, *Skeena*; last

appointment, *HMCS Naden*, on the staff of RNO, Victoria; commenced leave March 4, 1965; retires on Oct. 20, 1965.

LT.-CDR. GASTON EUGENE GODBOUT, CD; commenced service as an acting lieutenant (S) RCNR, on May 5, 1948; transferred to the RCN on Oct. 12, 1948; served in *Montcalm*, *Stadacona*, *Naden*, *Crescent*, *Rockcliffe*, *Ontario*, *Donnacona*, *D'Iberville*, *Bytown*, *Hochelaga*, *Aldergrove*, *Discovery*; last appointment, *Discovery* as supply officer; commenced leave March 23, 1965; retires on Aug. 23, 1965.

COMMODORE HAROLD VICTOR WILLIAM GROOS, CD; commenced service in the RCN on Sept. 1, 1930, as a cadet; served in *Stadacona*, *HMS Carysfort*, *HMS Hood*, *HMS Victory*, *HMS Warspite*, *HMS Rodney*, *HMS Excellent*, *HMS Dryad*, *Naden*, *Skeena*, *HMS Drake*, *Orillia*, *St. Francis*, *Gatineau*, *Huron*, *Givenchy*, *Naden*, *Warrior*, *Niobe*, *Bytown*, *Crusader*, *Bonaventure*; last appointment, *CFHQ/AU* on staff of Chief of Personnel as Director General Officer Cadets; commenced leave April 19, 1965; retires on Jan. 30, 1965.

LT.-CDR. CHARLES ATHELSTAN HAMER, CD; served in Royal Navy from 1939 to 1946; commenced service on Jan. 24, 1951, in RCN(R); transferred to RCN on July 28, 1952; served in *Malahat*, *Naden*, *Athabaskan*, *Stadacona*, *Star*, *Bonaventure*, *Chippawa*, *Bytown*, *Discovery*; last appointment, *Discovery* as Staff Officer Admin.; commenced leave Feb. 17, 1965; retires on July 7, 1965.

SURG. CDR. R. A. G. LANE, CD; commenced service in the RCNVR on Sept. 23, 1940, as an acting surgeon lieutenant; served in *Stadacona*, *HMS President*, *HMS Pembroke*, *HMS Cairo*, *HMS Irwell*, *Donnacona*, *Hochelaga*; transferred to RCN on March 15, 1946; served in *Stadacona*, *Bytown*, *Niagara*, *Magnificent*, *Bonaventure*; last appointment, *Stadacona* as Commanding Officer Canadian Forces Hospital, Halifax; commenced leave April 16, 1965; retires on Nov. 11, 1965.

CDR. GEORGE BURTON MacLEOD, CD; commenced service in the RCNVR on Dec. 14, 1942, as a probationary sub-lieutenant (SB); served in *Montcalm*, *Stadacona*, *Niobe*,

Givenchy, *Chatham*, *Bytown*; transferred to RCN as a lieutenant-commander (SB) on April 4, 1946; served in *Bytown*, *Stadacona*, *Niagara*, *Quebec*, *Naden*; last appointment, *Naden* on staff of COMSUPTPAC as Chief Staff Officer; commenced leave Feb. 18, 1965; retires on Aug. 30, 1965.

LT.-CDR. JAMES GORDON MILLS, CD; commenced service in the RCNVR on May 13, 1940, as an ordinary seaman; promoted to probationary sub-lieutenant on Jan. 1, 1941; served in Toronto naval division, *Stadacona*, *Assiniboine*, *Royal Roads*, *Ottawa*, *Protector*, *Cornwallis*, *Niobe*, *HMS Sheffield*, *Prince Robert*, *Niobe*, *Uganda*; transferred to RCN on Aug. 20, 1945, as a lieutenant; served in *Stadacona*, *Naden*, *Micmac*, *Griffon*, *Antigonish*, *Niagara*, *Haida*, *Bytown*, *Catarqui*, *New Glasgow*; last appointment, *Naden* on staff of CANCOMARPAC as Staff Officer Surface Operations; commenced leave on April 24, 1965; retires on Nov. 19, 1965.

CDR. JOHN HERBERT ROSS, CD; commenced service in the RCN as an engine room artificer, 5th class on Jan. 23, 1937; promoted to acting warrant electrician on July 6, 1943; served in *Stadacona*, *HMS Victory II*, *HMS Vernon*, *Restigouche*, *Saguenay*, *Protector*, *Niobe*, *Warrior*, *Stadacona*, *Bytown*, *St. Laurent*; last appointment, *HMCS Stadacona*, on staff of Commodore Superintendent Atlantic as Planning Officer Ship Repair; commenced leave March 12, 1965; retires on Oct. 28, 1965.

LT.-CDR. JOHN RAWSON KENNEDY STEWART, CD; commenced service in the RCNVR on Dec. 28, 1940, as a probationary sub-lieutenant; served in *Naden*, *Stadacona*, *Regina*, *Bytown*, *Outremont*, *St. Thomas*; transferred to RCN as lieutenant on June 10, 1947; served in *Eastview*, *Nonsuch*, *Star*, *Bytown*, *Stadacona*, *Lloyd George*, *Iroquois*, *Ontario*, *Naden*, *Malahat*, *Cornwallis*, *Aldergrove*, *Cape Breton*, *Donnacona*, *Hochelaga*; last appointment, *HMCS Donnacona*, as Staff Officer Training; commenced leave March 8, 1965; retires on Sept. 19, 1965.

LT. HAROLD TAYLOR, CD; served in RNVR from 1939-1946; commenced service on June 29, 1954, in RCNR; transferred to RCN as ordnance lieutenant, June 30, 1954; served in *Niobe*, *Stadacona*, *Cornwallis*, *Bytown*, *Hochelaga*; last appointment, *HMCS Bytown* on staff of Director of Aircraft Maintenance; commenced leave Feb. 28, 1965; retires on July 4, 1965.

LT. THOMAS WRIGHT TURNER; commenced service as a midshipman, RCN, on March 28, 1955; served in *HMCS Discovery*, *Cornwallis*, *Quebec*, *Shearwater*, *Niagara*, *Bonaventure*, *Stadacona*; last appointment, *HMCS Bonaventure* in VS 880; commenced leave March 29, 1965; retires on June 27, 1965.

LT.-CDR. JOSEPH BRIAN VALIQUETTE, CD; commenced service as able seaman, RCN(R) on Feb. 17, 1949; released on Sept. 8, 1950, and entered RCN(R) as cadet on April 27, 1951; served in *Carleton*, *Stadacona*, *Haida*, *New Liskeard*, *Malahat*, *Naden*, *Ontario*, *Beacon Hill*, *Magnificent*, *Prestonian*, *Niobe*, *Athabaskan*, *Cayuga*, *Miramichi*, *Hochelaga*, *Inch Arran*, *Provider*; last appointment, *HMCS Provider*; retired on Feb. 20, 1965.

Wren Bugler at Flag Ceremony

The ceremony that accompanied the raising of the new Canadian flag at *HMCS Shelburne*, oceanographic station on Nova Scotia's south shore, was much the same as at other naval establishments, with one interesting difference.

The bugle notes that floated on the February air were all the sweeter for having been formed by the lips of a lady bugler.

Chosen to sound the "Alert" as the maple leaf flag was run up was Ldg. Wren Mary Mackenzie, who was once a member of the Esquimalt High School band.

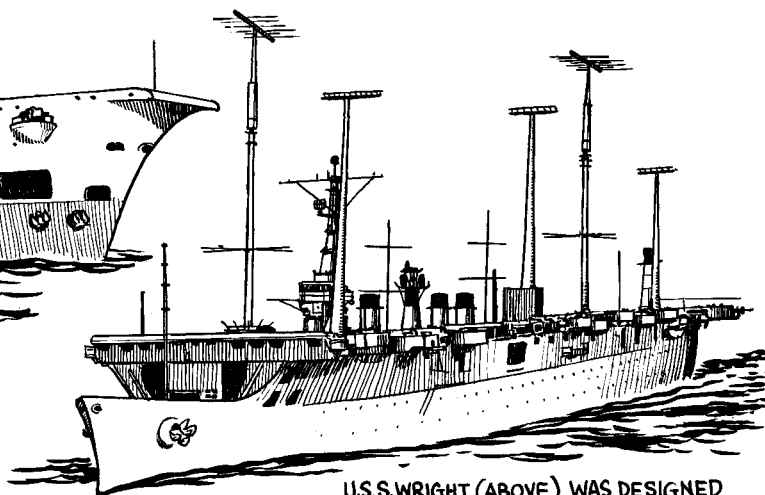
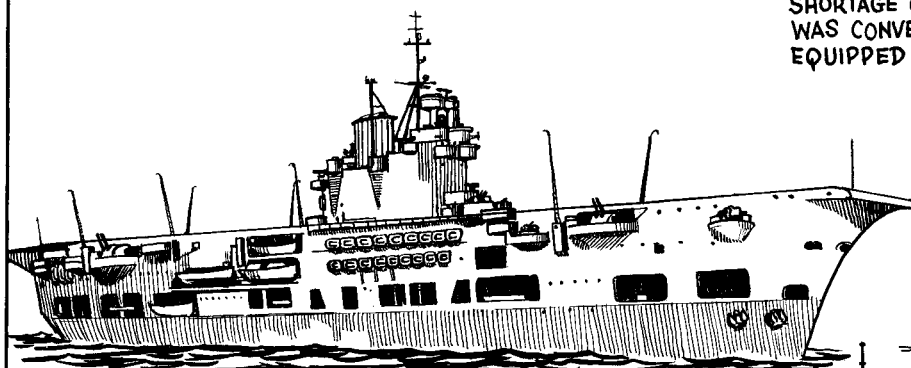
Shelburne doesn't expect to have its claim disputed that Ldg. Wren Mackenzie was the only girl bugler in all Canada to be thus honoured on the occasion of the raising of the new flag.

Naval Lore Corner

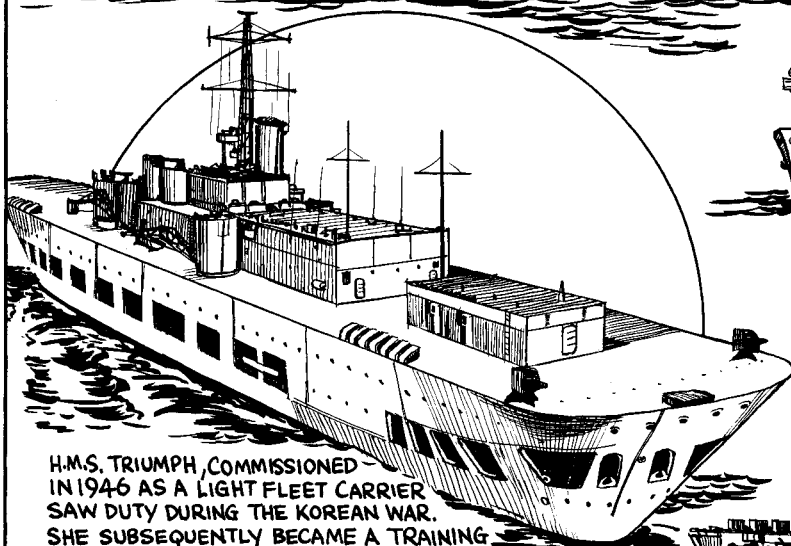
Number 137 "FLIGHTLESS" FLAT TOPS

THE AIRCRAFT CARRIER IS A HIGHLY SPECIALIZED TYPE OF SHIP.... BUT EVEN THE UNIQUE CONFIGURATION OF THE CARRIER HAS UNDERGONE A VARIETY OF CONVERSIONS FOR USES OTHER THAN TO OPERATE AIRCRAFT...

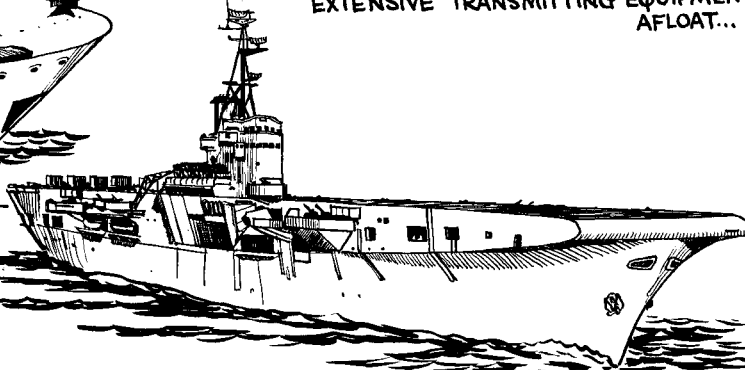
(LEFT) H.M.S. UNICORN (1941) WAS DESIGNED AS A REPAIR/MAINTENANCE CARRIER, BUT DUE TO THE SHORTAGE OF OPERATIONAL CARRIERS IN 1942, WAS CONVERTED INTO A COMBATANT UNIT AND EQUIPPED WITH SWORDFISH AND SEAFIRE AIRCRAFT...



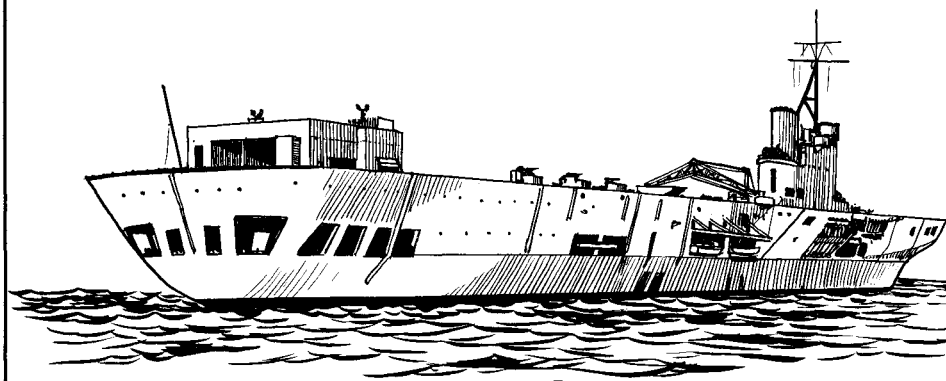
U.S.S. WRIGHT (ABOVE) WAS DESIGNED AS A HEAVY CRUISER AND COMPLETED IN 1947 AS A CARRIER. SHE WAS CONVERTED IN 1962 TO A COMMAND SHIP, AND IN PLACE OF HER AIRCRAFT SHE NOW CARRIES THE MOST EXTENSIVE TRANSMITTING EQUIPMENT AFLOAT...



H.M.S. TRIUMPH, COMMISSIONED IN 1946 AS A LIGHT FLEET CARRIER SAW DUTY DURING THE KOREAN WAR. SHE SUBSEQUENTLY BECAME A TRAINING CARRIER AND A CADET TRAINING SHIP. RECENTLY CONVERTED TO THE ROLE OF ESCORT MAINTENANCE SHIP (ABOVE) SHE HAS COMPLETE 'ALONGSIDE' DOMESTIC AND REPAIR FACILITIES FOR ATTACHED ESCORT SQUADRONS...



H.M.A.S. SYDNEY (ABOVE) WAS TRANSFERRED TO AUSTRALIA IN 1949 AS AN OPERATIONAL CARRIER. SHE BECAME A TRAINING SHIP IN 1955, AND IN 1962 WAS CONVERTED INTO A 'FAST TROOP TRANSPORT'...



H.M. SHIPS 'PIONEER' AND 'PERSEUS' (LEFT) WERE COMPLETED IN 1945 AS AIRCRAFT MAINTENANCE SHIPS. THEIR ROLE WAS TO REPAIR AND FERRY AIRCRAFT FOR THE OPERATIONAL CARRIERS...

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