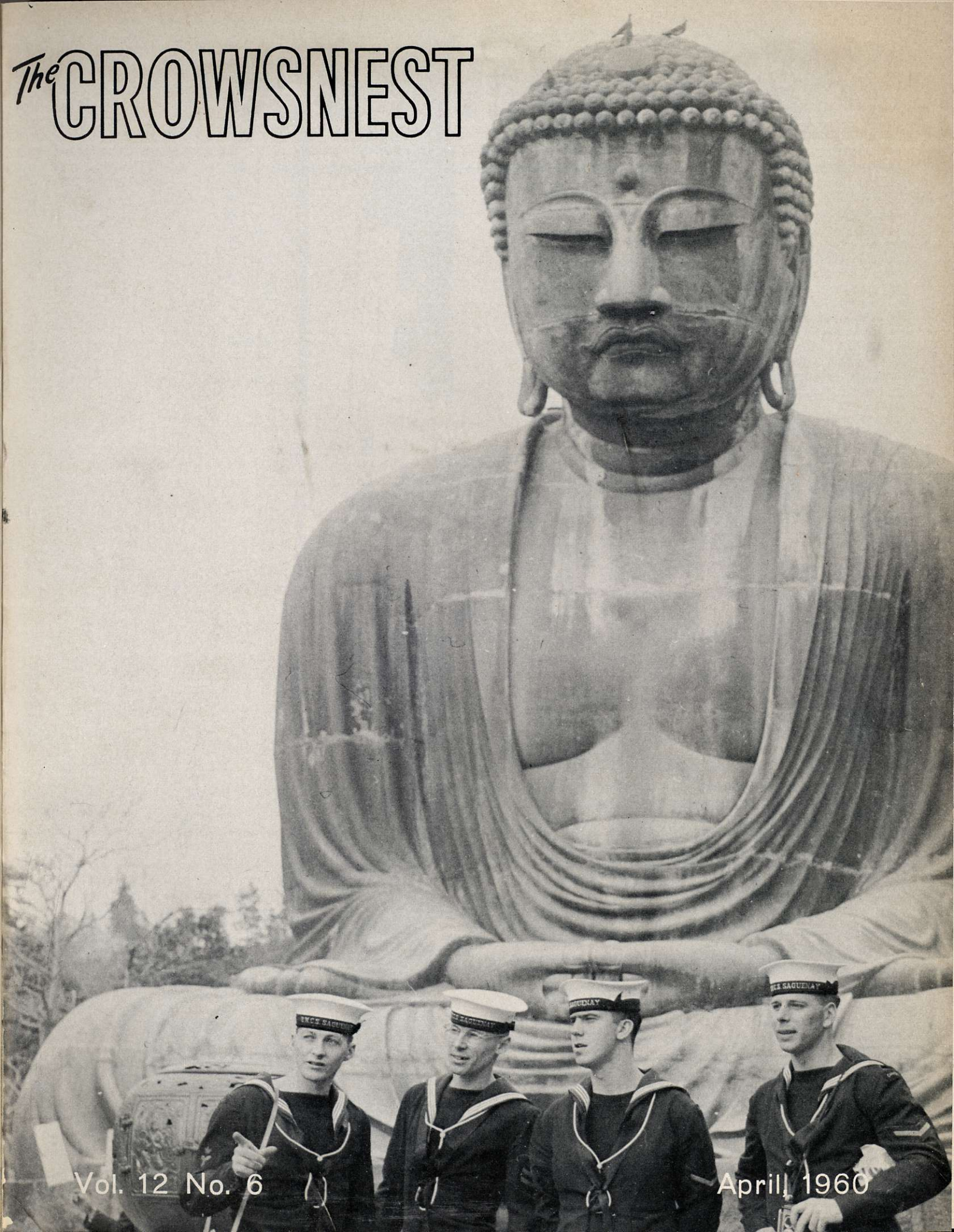
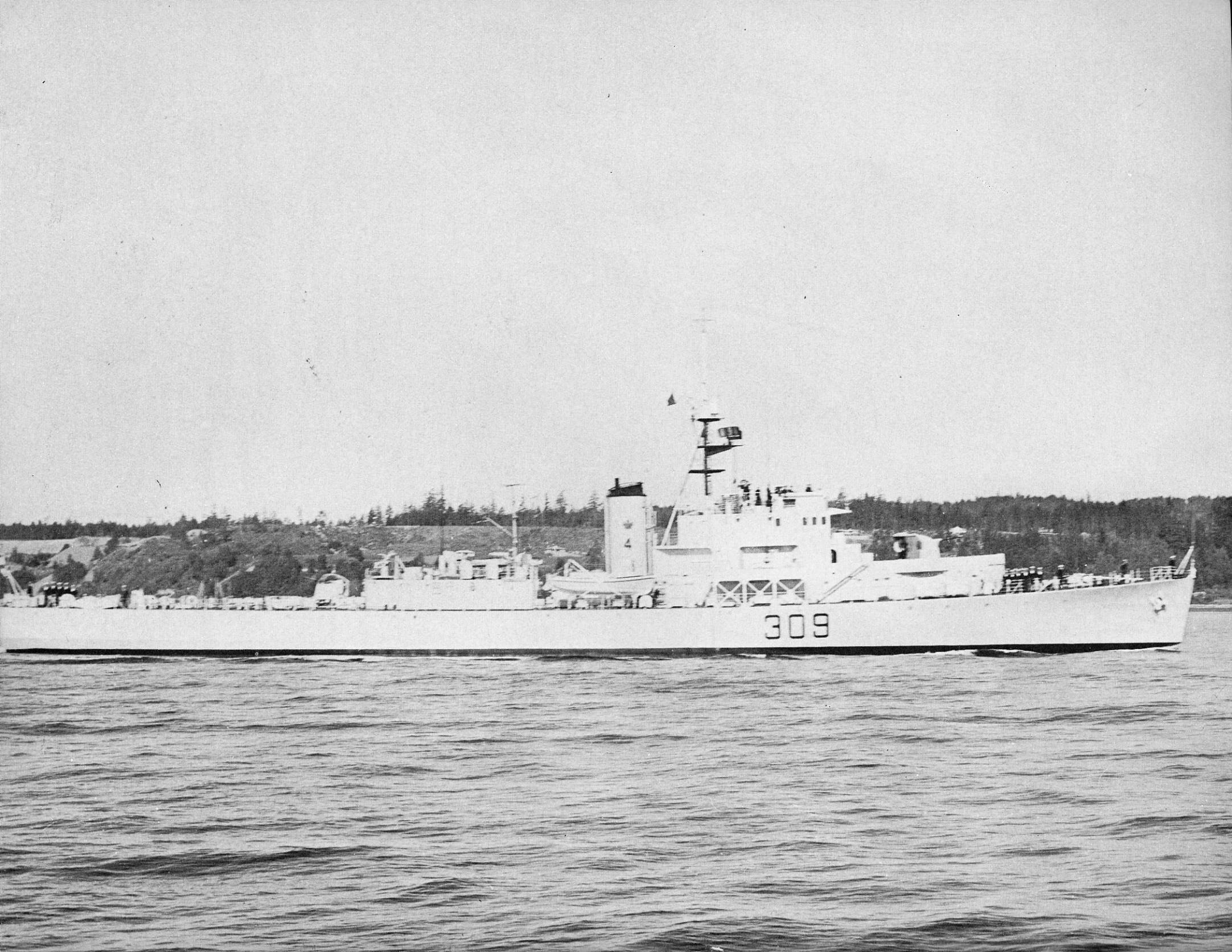


The CROWSNEST



Vol. 12 No. 6

April 1960



The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1960

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LADY OF THE MONTH

U-boats, during the early stages of the Second World War, felt relatively immune from attack unless they were in the vicinity of a convoy. This happy situation (for them) ended with the introduction of hunter-killer groups of destroyers and frigates, which roved the seas, seeking out the enemy. HMCS *Ste. Therese* was one of the hunter-killers during the last year of the Second World War, although, as was so often the case, it was all hunting and no killing. A boiler-cleaning cost her a share in a kill made by her group. Now the *Ste. Therese* is chiefly concerned in seeing that officer cadets are made familiar with the ways of the sea and the modern A/S and other weapons with which she is equipped. The February "Lady of the Month" was the *Sussexvale* which, through some strange fluke, had the name "*Ste. Therese*" applied to her. (E-50325)

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The Cover—Ever since Japan opened her doors to the West, the Great Buddha of Kamakura has been a favoured shrine of tourists. No exceptions are AB Lloyd Mack, Ldg. Sea. Tom Keighan, AB Bob Kincaid and AB Don Tytler, ashore from the *Saguenay* during this spring's training cruise to the Far East. (CCC2-123)



RCN NEWS REVIEW

Three RCN destroyer escorts lie at the fuelling jetty at Midway Island during the Far Eastern cruise, which ended April 29. The ship at the right is the Saguenay. The others are the St. Laurent and Ottawa. (CCC2-082)

Flight Simulator Goes into Action

A flight simulator which has been called "the most sophisticated, most advanced of its type in the world" is now in action with the Royal Canadian Navy.

Officially designated the CS2F flight simulator, the apparatus was five years in construction by the Redifon Company of Canada. It was officially accepted, with some awe, by Rear-Admiral H. F. Pullen at a recent ceremony.

The simulator can provide realistic training for the crew of a Tracker (CS2F) and it can imitate actual weather conditions and their effect.

The apparatus can simulate carrier control approaches under the most adverse conditions, or ground take-offs and landings. Describing the work involved in its construction, one officer said it was "fantastic".

Believed to cost about \$2 million, the unit and its complicated computing devices take up the greater portion of a large building. In the cockpit and supposed fuselage of a CS2F are literally thousands of light switches and controls. It is an actual reproduction of a Tracker aircraft, except it is stationary and without the same environment.

The Navy had very little to do with the actual design and construction of the apparatus, and the few naval personnel engaged on the project worked in close co-operation with civilian en-

gineers. A naval spokesman said that although the unit now officially belonged to the Navy, some civilian engineers would remain on the project. The apparatus can create the actual effect of flying, so much so that anyone familiar with the operational requirements of a plane and prone to air sickness, could actually become airsick on an imaginary yet realistic flight.

It has been hailed as a new means by which to test new ideas without danger to man, machine or equipment can go so far as to create the actual noise of a plane taking off, even to the effect of the front wheel bouncing on the runway. It can also create the effect of a crash landing.

Frigates Allocated To Great Lakes

Two Royal Canadian Navy anti-submarine frigates have been allocated from the Atlantic Command to carry out 1960 summer training of naval reservists on the Great Lakes.

The first, the *Lanark*, commanded by Lt.-Cdr. W. V. A. Lesslie was to sail from Halifax on May 24 to arrive in Hamilton a week later.

The second warship, *Outremont*, commanded by Lt.-Cdr. S. M. King was



The Naval Officers' Associations of Canada have presented a cup, known as the Barry German Trophy, for annual award to the naval division showing the most improvement during the year. (COND-5713)

scheduled to leave the Atlantic coast naval base on June 13 and arrive at Hamilton on June 22.

The frigates will be employed mainly in the training of naval reserve new entries who are coming to the Great Lakes Training Centre at Hamilton from naval divisions located across the country from Victoria to St. John's.

During their training cruises, the *Lanark* and *Outremont* will visit ports in all five of the Great Lakes, including Hamilton, Toronto, Cobourg, Port Weller, Windsor, Sarnia, Sault Ste. Marie, Port Arthur and Collingwood in Canada, and Bay City, Mich.; Milwaukee, Duluth and Rochester in the U.S.

Sea Cadets Win Honours in N.Z.

Canadian sea cadets won top honours at a Commonwealth cadet camp at Auckland, N.Z.

The 17 cadets returned to Canada on the Orient and Pacific liner *Himalaya* at the end of March.

The Canadian boys made up a crew that defeated three other Commonwealth crews in a whaler race.

Lorne McDonald, Sudbury, Ont., was judged the smartest cadet in camp. The individual sports title went to Donald Hawking, of Brandon, Man.

The Canadians were also awarded a trophy as the best contingent in sports.

RCAF Students Tour Naval Base

Seventy-two staff members and students of the Royal Canadian Air Force Staff College arrived at *Shearwater* from Greenwood on April 12, for a three-day visit to the Atlantic Command

Welcomed by Rear-Admiral H. F. Pullen, Maritime Commander Atlantic, they toured ships and naval establishments and visited Maritime Command Headquarters.

Safe Flying Award Won by VC-922

The Safe Flying Award for reserve air squadrons has been won for the second year in a row by VC-922, attached to HMCS *Malahat*, the Victoria naval division, and based at Patricia Bay.

The shield was presented to Lt.-Cdr. David J. Slater, commanding officer of the squadron, by Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, during his inspection of *Malahat* last March 17.

GEORGE MEDAL AWARDED TO RESCUERS

HER MAJESTY the Queen has been pleased to approve the award of the George Medal to two men of the RCN, Able Seamen Jacques Pierre Georges Bouchard, 22, and August Kenneth MacLean, 21, it was announced on March 25 by Hon. G. R. Pearkes, VC, Minister of National Defence.

The awards are for their bravery in rescuing the pilot from a burning aircraft which crashed at *Shearwater* on

August 20, 1959. PO John Neil Paddon has been commended by the Chief of the Naval Staff for his part in the rescue.

Petty Officer Paddon was one of the first to reach the crashed aircraft, and he aided in the rescue of the pilot and assisted generally at the scene.

The aircraft, a Tracker of Anti-Submarine Squadron 880, crashed while taking off. The pilot, Lt. George A.

Caldwell, lost consciousness as a result of the crash.

Able Seamen Bouchard and MacLean witnessed the accident and were among the first to reach the scene.

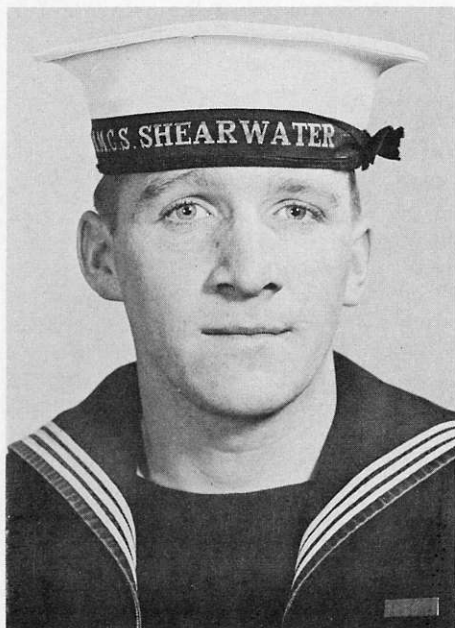
Their citations read: "... without any regard for their personal safety, (they) entered the aircraft through the after hatch and attempted to remove the harness from the unconscious pilot.

"Being unable to unlock the overhead hatch, both Able Seamen Bouchard and MacLean held Lt. Caldwell clear of the port side window while it was being smashed by the crash crew and, at the same time, succeeded in removing the harness and other entangling gear from Lt. Caldwell.

"While they were still assisting the pilot, the flames spread aft, a sudden burst of fire engulfing the after fuselage section, and one of the officers assisting in the rescue ordered the two men out of the aircraft. By this time, however, the port side window had been cleared and it was possible to remove the pilot safely from the burning aircraft.

"Throughout the rescue operation, which was executed under the immediate threat of an explosion from ruptured gasoline tanks, Able Seamen Bouchard and MacLean displayed considerable courage, coolness and initiative. Shortly after the pilot was rescued the aircraft became a mass of flames and was totally destroyed."

The awards appeared in the *Canada Gazette* March 26.



Able Seamen Angus K. MacLean (left) and Jacques Pierre Georges Bouchard, stationed at *Shearwater*, have been awarded the George Medal for bravery in the rescue of Lt. George A. Caldwell, the pilot of a Tracker anti-submarine aircraft from 880 Squadron which crashed on take off at *Shearwater*, August 20, 1959. (DNS-25396-25397)

Gunnery Award Moves Around

The *Saguenay Bolt* is rather peripatetic these days. In other words, it's getting around!

HMCS *Cayuga* won the gunnery award of the Third Escort Squadron after a bombardment against the competing *Sioux* and champion *Micmac* in a 17th of Ireland shoot on the USN's Naval Gunfire Support Range, Culebra, near San Juan, Puerto Rico.

The *Micmac* had won it near the end of February off Bermuda after a superior anti-aircraft shoot with the *Sioux*. The *Micmacs* lost it in the Caribbean, March 17, when the *Cayuga's* four-inch and three-inch, 50 calibre weapons spoke with the most authority and accuracy.

At one time, the trophy didn't move around so fast. The *Athabaskan* hung onto it for a whole year. The trophy is a scored bolt from a surface target retrieved when the *Saguenay* finished an excellent shoot a couple of years ago.

Third Sea Lord Visits Canada

Admiral Sir Peter Reid, KCB, CVO, Third Sea Lord at the British Admiralty



Rear-Admiral H. A. Yaeger, USN, left, Anti-Submarine Warfare Readiness Executive to the Chief of Naval Operations of the U.S. Navy, chats with Rear-Admiral Hugh F. Pullen, Maritime Commander Atlantic, before a briefing in Maritime Command Headquarters in the Halifax dockyard, April 26. In the rear row are, left to right, Captain C. Healey, USN, Bureau of Weapons, Washington; Wing Commander C. Margerison, RCAF, Canadian Joint Staff, Washington; Captain R. L. Dahloff, USN, attached to DNO, Washington, and Flight Lt. J. B. Barrette, RCAF, Maritime Air Command, Halifax. The Pentagon anti-submarine warfare experts were touring RCN and RCAF facilities in the Maritimes. (HS-60957)

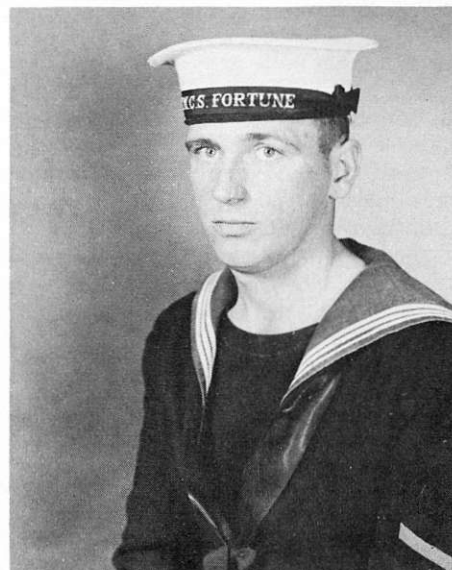
and Controller of the Navy, visited Canada May 7 to 10.

Admiral Reid was in Ottawa May 9, and called on the Minister of National Defence, Hon. G. R. Pearkes, VC, and the Chief of Naval Staff, Vice-Admiral H. G. DeWolf, and met informally with the Naval Board. He left for Washington May 10.

Alert QM Spots Fire on Board Ship

A first watch in a minesweeper, berthed at a West Coast shipyard, in refit, is usually dull business for the quartermaster. However, at 2330 on Wednesday, March 2, activity rapidly commenced when AB Edward Payne, the duty QM, observed smoke coming from the Department of Transport Vessel *Marabelle*, secured across the jetty from the *Fortune*.

AB Payne immediately notified the shipyard authorities, the RCN Fire Department at the Dockyard, and the Esquimalt Fire Department. The *Fortune* duty watch was quickly mustered and a party proceeded to the *Marabelle*, to assist the single watchman in fighting the fire with CO₂ and Nu-Swift extinguishers, and, by providing hoses with which to wash down and cool the



Prompt and correct action by AB Edward Payne, quartermaster on board the minesweeper *Fortune*, is credited with having saved a Department of Transport vessel from destruction by fire. (E-54096)

upper deck and cabins, to prevent the fire from spreading further.

The fire department arrived soon after and by 0200 the blaze had been quelled. Due to the alertness of AB Payne and the watch's assistance in containing the fire, damage to the *Marabelle* was limited to a few thousand dollars rather than the ship becoming a total loss, which most certainly would have resulted if the fire had gone on unchecked for many more minutes.

AB Payne has received written thanks from the manager of the shipyard and an official commendation from the Flag Officer Pacific Coast.

High Marks Gained In Missiles Course

Member of a recent graduating class of the U.S. Naval Post-Graduate School at Monterey, California, Lt. E. R. Ross, RCN, was awarded a master's degree in electrical engineering, specializing in guided missiles and their control systems.

He graduated from Royal Roads in 1949 and from the Royal Naval Engineering College at Manadon in 1954 in Ordnance Engineering.

Six RCN officers have now been graduated from the USN Post-Graduate School, where the average enrolment is approximately 500. Lt. Ross graduated with distinction in a class of 58 taking the two-and-a-half year guided missile course.

Lt. Ross has since taken up a new appointment in Naval Headquarters with the Joint Staff.

TOP COMMAND TO CHANGE AUGUST 1

Vice-Admiral DeWolf Retiring after 42 Years in RCN

THE MINISTER of National Defence announced on April 26, the retirement of Vice-Admiral H. G. DeWolf, as Chief of the Naval Staff on completion of his tour of appointment and having served for 42 years in the Royal Canadian Navy.

The Minister further announced that Admiral DeWolf will proceed on leave pending retirement on July 31, and will be succeeded by Rear-Admiral H. S. Rayner, who will be appointed Chief of the Naval Staff and promoted to the rank of Vice-Admiral on August 1.

VICE-ADMIRAL HARRY GEORGE DeWOLF, CBE, DSO, DSC CD, RCN

VICE-ADMIRAL Harry George DeWolf was born in Bedford, Nova Scotia, on June 26, 1903.

He entered the Royal Canadian Navy in 1918 and received his early training at the Royal Naval College of Canada and in ships of the Royal Navy. He specialized in navigation, serving in Canadian destroyers as navigating officer and executive officer.

During 1935 and 1936 he served at Naval Headquarters, going from there to the Royal Navy Staff College at Greenwich in 1937. He was next appointed to the staff of the Flag Officer

commanding the First Cruiser Squadron in the Mediterranean.

Early in the Second World War he commanded the destroyer HMCS *St. Laurent*. Under his command, the *St. Laurent* took part in the evacuation from France and, while on anti-submarine duty in the North Atlantic, rescued all 859 survivors of the SS *Arandora Star*, a liner carrying German and Italian prisoners, which had been torpedoed by a U-boat. During this period he was twice mentioned in despatches.

He served as Chief Staff Officer to the Commanding Officer Atlantic Coast at Halifax from August, 1940, to May, 1942, and later became Director of Plans at Naval Headquarters. He was also secretary to the Chiefs of Staff Committee in Ottawa.

Admiral DeWolf took command of HMCS *Haida*, Tribal Class destroyer, when she was commissioned in August 1943. During a six-month period in 1944, the *Haida* took part in a series of successful night actions against enemy destroyers in the English Channel and Bay of Biscay and, in addition, shared in the destruction of an enemy U-boat.

"For gallantry and leadership as senior officer in two successful destroyer actions" on April 26 and 29, 1944, Admiral DeWolf was awarded the Distinguished Service Order. Shortly afterward he received the DSC for services in action with a destroyer force on June 8 and 9.

The submarine sinking earned him a mention in despatches, and a month later he was mentioned in despatches, for the fourth time, for "good services in attacks on enemy sea communications".

Admiral DeWolf was appointed Commander of the Most Excellent Order of the British Empire in January, 1946, for his wartime services in responsible appointments ashore and as commanding officer of HMC destroyers at sea. In May of that year he received the United States Legion of Merit, Degree of Officer; in September 1947 the French Government conferred on him the Cross of the Legion of Honour, rank of Officer, and in December, 1948, he was awarded the Norwegian King Haakon VII Cross of Liberation.

Leaving the *Haida* late in 1944, he went to Naval Headquarters as Assistant Chief of Naval Staff. From January

REAR-ADMIRAL H. S. RAYNER, DSC and Bar, CD, RCN

REAR-ADMIRAL Herbert Sharples Rayner was born in Clinton, Ontario, in January, 1911. He entered the Royal Canadian Navy as a Cadet in 1928 and received his early training in ships and establishments of the Royal Navy.

At the outbreak of hostilities in the Second World War he was serving in the destroyer, HMCS *Skeena*, and in 1940, he was appointed in command of the destroyer, HMCS *St. Laurent*. In 1942, he became Staff Officer Operations to the Commanding Officer Atlantic Coast. He remained in this appointment for 15 months and then assumed command of the destroyer HMCS *Huron*.

In July 1944 he was promoted to the rank of Commander and shortly after was appointed to Naval Headquarters as Director of Plans. Later that year he was promoted to the acting rank of Captain.

In 1946, after serving a short period as Captain "D" Halifax, he assumed command of the destroyer, HMCS *Nootka*.

In June 1947 he was appointed in command of the Naval Air Section, Dartmouth, and a year later he became

(Continued over-leaf)



VICE-ADMIRAL H. G. DeWOLF



REAR-ADMIRAL H. S. RAYNER

(Continued over-leaf)

ADMIRAL DeWOLF

(Concluded)

1947, to September, 1948, he commanded, successively, the aircraft carriers *Warrior* and *Magnificent*, with the additional appointment of Senior Canadian Naval Officer Afloat.

In September, 1948, he was promoted from commodore to rear-admiral and appointed Flag Officer Pacific Coast with headquarters at Esquimalt, B.C.

After two years in this post, he went to Naval Headquarters in Ottawa as Vice-Chief of the Naval Staff and a member of the Naval Board.

On December 15, 1952, Admiral DeWolf was appointed to Washington, D.C., as Principal Military Adviser to the Canadian Ambassador, Chairman of the Canadian Joint Staff, Washington, Representative of the Chiefs of Staff, Canadian Representative of the Military Representatives Committee of the North Atlantic Treaty Organization and Canadian Liaison Representative to the Supreme Allied Commander, Atlantic.

Admiral DeWolf became Chief of the Naval Staff in Ottawa on the retirement of Vice-Admiral E. R. Mainguy January 16, 1956. On assuming the appointment he was promoted to the rank of vice-admiral.

ADMIRAL RAYNER

(Concluded)

Commandant, Canadian Services College, Royal Roads. While serving in this appointment, he was confirmed in the rank of Captain.

In 1951, upon completion of the Imperial Defence College Course, he became Secretary, Chiefs of Staff Committee, with the rank of Commodore. In March, 1953, after two years in this appointment, he assumed command of the aircraft carrier, HMCS *Magnificent*.

Returning to Naval Headquarters in February 1955, he served for a short time as Naval Assistant to the Chief of the Naval Staff before being promoted to the rank of Rear Admiral in May 1955 and becoming Chief of Naval Personnel and Member of the Naval Board.

Rear-Admiral Rayner assumed his present appointment as Flag Officer Pacific Coast and Maritime Commander Pacific in August 1957.

For his services during the Second World War, he was awarded the Distinguished Service Cross and Bar, Legion of Honour (rank of Chevalier) and Croix de Guerre with Palme (France) and was Mentioned in Despatches twice.

Rear-Admiral Rayner is married and has six children.

INDIANS JOIN SEA CADETS

A GROUP of Indian boys, students of the Mohawk Institute at Brantford, Ontario, have cast aside the buckskins and feathers of their forefathers in favour of bell-bottomed trousers and gleaming white sailor hats, says the *London Free Press*.

The boys are enrolled in a Sea Cadet "crew" at the institute and are affiliated with the *Admiral Nelles* Corps here.

Representing half a dozen reservations across Ontario, the lads are the first in the province to become so active in sea cadet work.

With the assistance of institute staff members and its principal, Canon W. J. Zimmerman, their organization has grown mightily since its formation.

The "crew" was organized with an enrolment of only two members. Now it boasts more than a dozen "tars" and they are among the ablest and smartest, both in intelligence and dress, in the corps.

They are following a tradition in the navy that the institute long ago sets up with its army cadet corps, which no longer exists.

Additionally, they are serving in a corps, the *Admiral Nelles*, that for many years had a family association with the institute. Admiral Nelles, a Brantford boy who became head of the Royal Canadian Navy, was a descendant of Rev. Abraham Nelles who, for many years, was principal of the institute.

The cadet membership in the corps is a purely extracurricular activity at the institute. Their enlistment has been entirely voluntary.

At least one of the present cadets, Alvin Cooke, 16, a Chippewa from the Saugeen Reserve, plans to make the Navy his life. Several others are toying with the idea.

Though the Indian's heritage is usually considered as the land, forests, mountains and rivers and streams, there are those of his race who have found their life treading the pitching deck of a ship on the high seas.

In the past, the Six Nations Reserve, southeast of London, from where many of the lads in the institute "crew" come, has produced young men who have distinguished themselves in such service.

One of these was CPO George Jamieson, now of Brantford, who recently retired after 21 years of naval service, much of it in action during the Second World War and the Korean conflict.



Cdr. Evan Petley-Jones, commanding officer of the *Cayuga*, presents Rev. W. G. Meadus, former naval chaplain and now rector of St. John's Anglican Church, Dutch Village Road, Halifax, with a century-old picture of the previous St. John's Church, once situated on Kempt Road. The old church had been dedicated on Christmas Day, 1841. Cdr. Petley-Jones had the old picture in his personal collection. (HS-60486)

GHOST SHIP

*Mythical destroyer escort sails radioactive seas
in nuclear war survival studies at
Camp Borden*

NUCLEAR war was only a few hours old when the new destroyer escort *Nottawasaga* was sent to aid a stricken liner, left behind when a hastily formed convoy of five merchant ships was scattered by a nuclear torpedo attack.

Less than three miles from the explosion, the big merchant ship had first been battered under water by sledge-hammer blows that shattered every light bulb and electronic circuit on board. Seconds later 300-knot wind-gusts stripped away funnels, boats and ventilator cowls. Then the terrifying spectacle of the collapsing water column, thundering like Niagara, vanished in a spreading fog-bank of radioactive base surge.

It was at that moment that a 90-foot tidal wave loomed out of the murk,

rolling the ship over on her beam ends. A boiler, its mountings fractured by the earlier shocks, lurched from its base, blanking out a boiler room in roaring steam.

As the liner slowly wallowed upright, the surviving passengers and crew took shelter below in the black alley-ways where radiation from the topside contamination would be least. A slight list already warned of unseen flooding below. Passengers adjusted life jackets and many wondered about swimming in the contaminated sea around them . . .

Meanwhile on the bridge of the approaching DE the captain watched his helicopter chuffing ahead to survey the hulk on the horizon. His plan was simple: to rescue the liner's 700 pas-

sengers and crew at any price. But how high would this price be?

The helicopter was hovering above the motionless liner now while a radiation monitor measured the contamination with one of the ship's survey meters through the side door.

"On the forecastle, 900 roentgen per hour", the pilot's voice came over the bridge speaker calmly. "Boat deck is bad—off the scale at 2,000 roentgen."

There would be radiation injuries then, the captain thought, probably early sickness and perhaps home deaths if the rescue operations took long. With a war just starting, he must conserve his ship and ship's company as far as possible for the fighting to come. How should he handle the rescue?

PROBLEMS like this are commonplace for RCN officers attending the Joint Nuclear, Biological and Chemical Defensive Warfare School at Camp Borden, Ontario.

Situated 70 miles north of Toronto, the JNBCS has been training staff advisers and instructors for Canada's armed forces for the past ten years.

Camp Borden was chosen as the site for the joint school because it is closest to the centre of population of Canada's many service establishments, an important consideration in travel economy. Prior to the school's existence only a handful of Canadian officers attended higher courses in NBC defence, usually at British or U.S. schools. Today 3,000 graduates of Camp Borden courses are serving the three armed forces, more than a hundred in the RCN.

The school's small staff of 14 officers and 40 men is outnumbered most days of the year by the steady procession of service students attending in two or more concurrent classes. Courses are hard, and many commence with a three-day refresher course in mathematics and slide rule operation.

To ensure that each service gets a fair share of training attention many staff billets are rotational, including the Commandant's, now held by Cdr. K. E. Grant, RCN. Other naval members include Lt. C. E. Bandy, CPO J. Tizard and PO A. W. Carroll.

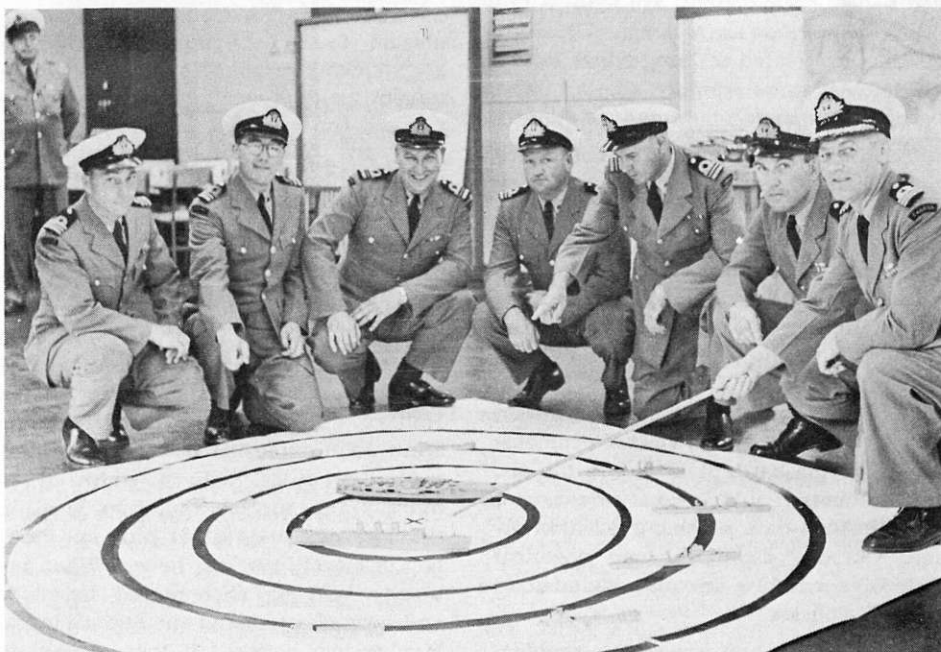
A wide choice of courses is provided to meet the needs of the three services.

These include:

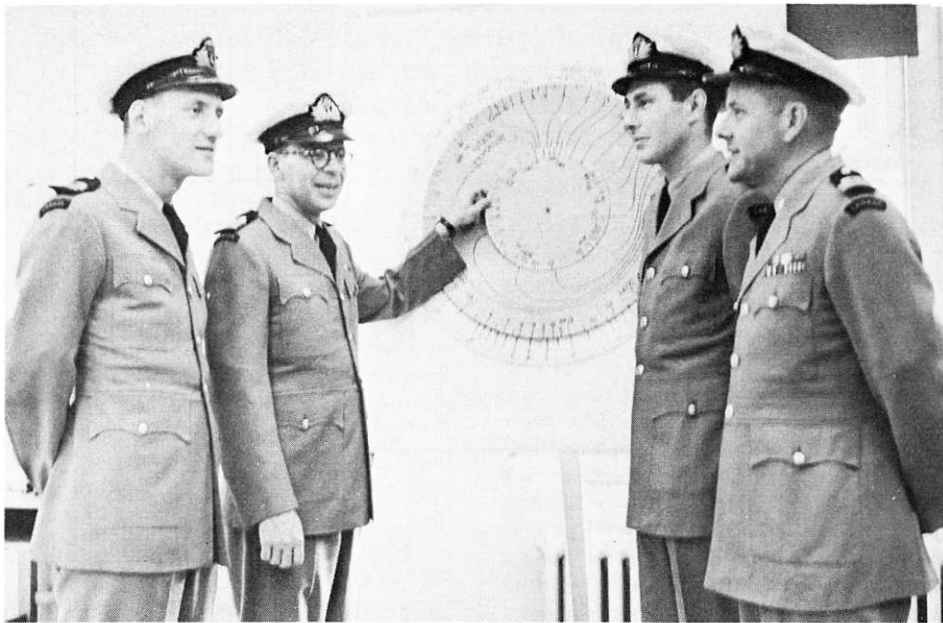
- (1) Senior officers' courses of one week for commanders and above, and equivalent Army and RCAF ranks.
- (2) Commanding officers' courses of two weeks for COs of ships, army units and air stations.
- (3) Staff officers' courses of five weeks to qualify officers to solve

technical problems in advising senior officers or preparing staff plans.

- (4) Medical officers' courses of one week, stressing mass casualty planning.
- (5) Officer instructor courses, to assist ships, field units and air stations in local training.
- (6) Petty officer and NCO instructor courses.



RCN(R) officers at Camp Borden's Joint Nuclear, Biological and Chemical Defensive Warfare School study the theoretical effects on ship formations of nuclear weapons at sea. (O-12579)



Giant models of slide rules and calculators help naval officers solve typical nuclear problems at Camp Borden. (O-12581)

In addition to these standard courses, many special courses are "tailored" on request to meet the special needs of any one service. Typical one-service courses have been those provided for RCN(R) officers, for the Army's National Survival staff, for the RCAF's Nuclear Defence branch, and for the RCMP. Two RCN(R) courses are planned again this summer.

The only training *NOT* provided at the JNBCS is basic NBC training, which remains the responsibility of each service, using JNBCS-trained instructors. Most RCN basic courses are held in the NBCD centres on each coast, with ships conducting related training afloat. Army and RCAF units conduct similar basic courses at each field unit and air station.

The Camp Borden joint school serves the armed forces in much the same way that Arnprior's Federal Civil Defence College serves the civilian population. The chief difference between courses offered at these two schools is that Arnprior studies nuclear disasters from the civilian viewpoint, emphasizing refugee management, first aid, rescue, feeding and shelter. The JNBCS is concerned chiefly with the armed forces' problems at sea, in the battle field and in the air, and students require security clearances for classified data not included in civilian courses. Biological and chemical defensive warfare are also included in JNBCS courses.

A typical non-Arnprior problem familiar to JNBCS naval syndicates might be:

"Two RCN frigates and two Tracker aircraft are in contact with a hostile missile submarine off Cape Race. A USN aircraft from Argentia joins the force and the pilot asks the Canadian contact area commander for permission to attack the submarine with a nuclear depth bomb. Ignoring policy implications, what local considerations might influence the commander's decision, such as safety distance for ships and aircraft, depth of water, meteorology, etc.?"

Or again . . .

"HMCS *Shearwater* personnel and aircraft have taken shelter from fall-out contamination from a megaton explosion in New Brunswick. Fighters are suddenly ordered to scramble to intercept an approaching bomber. Radiation on the runways is 1,000 roentgen per hour. What injury will pilots receive if they undergo six minutes exposure before taking off?"

Another sample . . .

"Saint John, N.B., has just been destroyed by a five megaton nuclear explosion. A missile-firing submarine detected in the Bay of Fundy is expected to surface shortly to attack Halifax. However, fall-out from the Saint John explosion now extends eastward 180 miles, with a width of 40 miles. The surface radiation level in the Bay of Fundy at H plus one hour is 3,000 roentgen per hour. What intensity will be encountered by ships and aircraft attacking the submarine at H plus two hours? If they remain in the area four hours, what casualties, if any, can be anticipated?"

Problems like these, for many years relegated to the damage control team, are now being recognized by many naval officers in the RN, USN and RCN as belonging in the operations room. "You wouldn't phone the engine room to ask for a weather forecast. Why phone damage control headquarters for a fall-out prediction?" asked one US officer recently.

Nuclear warfare at sea will probably become an integral part of many naval courses in the years ahead, to be classed with minefields, hurricanes and other "dangers of the sea" and "violence of the enemy". But until it does, the JNBC's tri-service crew will continue to battle the atom from the decks of their mythical HMCS *Nottawasaga*, probably the only "Cadillac" that will ever bear the name of the muddy little stream which flows through Camp Borden to the very unsalty waters of Georgian Bay.—K.E.G.

PRIZE AWARDED

Lt.-Cdr. T. A. Irvine, author of the "The Ice Was All Between", has been awarded a \$200 prize present annually by the Women's Canadian Club of Toronto to encourage authors.

The award announcement was made by Miss Irene Doole, chairman of the literary committee. The prize was presented in Toronto to Mrs. E. Geoffrey Grier a relative, who accepted it on behalf of the winner.

In the report of her committee, Miss Doole said:

"This has been an exceptionally heavy literary year in Canada . . . most of the 29 books, which were seriously considered) were excellent.

"The Women's Canadian Club of Toronto grants, annually, a literary award of \$200 to a young Canadian writer living in Canada for a book published during the calendar year. The purpose of the award is to encourage young Canadian writers whose work shows promise of making a real contribution to Canadian literature.

"In his first book, this young writer identifies himself with everything that is best in Canadian thinking.

"The subject matter of 'The Ice Was All Between' is unique and truly Canadian, as HMCS *Labrador* became the first deep-draught ship to make the Northwest Passage. His style is excellent; his technical vocabulary, though apt, is always written in the limits of a layman's comprehension. This book bears the distinct stamp of literary worth."

OFFICERS AND MEN

Ex-Navy Scientist Heads Research

Dr. William M. Cameron, leading Canadian authority in oceanography and former Director of Plans of the Defence Research Board, will direct the expanding oceanographic research program of the Department of Mines and Technical Surveys. He assumed his new duties in March.

Widely known for his work in oceanographic research, Dr. Cameron has made special studies in the field of biological and anti-submarine research. He is best known, however, for his Arctic studies and for his work in theoretical oceanography. In this connection, his field of particular interest has been the theory of circulation of estuaries, and in fundamental research papers, he has explained the complicated flow patterns that develop when fresh water pours out of large rivers into the open sea.

His extensive Arctic studies were mainly carried out as a member of the famed joint Canada-United States Beaufort Sea Expeditions in which he acted as senior Canadian scientist. It is interesting to note that the hydrographic and oceanographic charts prepared as a result of the five Beaufort expeditions were used by the fleets engaged in the building of the DEW line and also by the USN submarine *Nautilus* at the beginning of its historic cruise across the polar sea.

WEDDINGS

Sub-Lieutenant Joseph Edward Cunningham, *Skeena*, to Marilyn Edith Armstrong, of Richmond, B.C.

Leading Seaman C. H. Leavis, *Cornwallis*, to Mona J. Jay, of Borden, P.E.I.

Commander Denis David Lee, *York*, to Marjorie Evelyn Connitt, of Ottawa.

Able Seaman Lyle H. Murray, *St. Croix*, to Ardeth Gayle Mundell, Sarnia, Ont.

Sub-Lieutenant Ronald Willard Robert Neville, *Micmac*, to Joan Marie Oxner, Halifax.

Able Seaman James Scott, *Naden*, to Brenda Anne Chatterley, London, Ont.

Sub-Lieutenant Donald Wallis Wilson, *Fraser*, to Verna Lillian Niblock, Medicine Hat, Alberta.

Ordinary Wren Marilyn Ward, *Cornwallis*, to Ordinary Seaman John Pfeiffer, *Cornwallis*.

Able Seaman Terrance P. Wright, *Churchill*, to Carol Isabella Slinn, Ottawa.



Her Majesty the Queen has been pleased to approve the appointment of Surgeon Rear-Admiral T. Blair McLean, Surgeon General, Canadian Forces, as Queen's Honorary Surgeon. Brigadier G. L. Morgan Smith, Deputy Surgeon General (Administration), and Brigadier E. H. Ainslie, Deputy Surgeon General (Professional) have been appointed Queen's Honorary Physicians. (O-12338)

In his new position as director of the Department of Mines and Technical Surveys, Dr. Cameron will have charge of the overall development of the new Bedford Institute of Oceanography to be established, under the department, on the east coast in Bedford Basin near Halifax. The \$3 million institute will have the facilities to allow studies in any phase of the science.

Deep Sea Diver Smedley Retires

The oldest deep sea diver in the Royal Canadian Navy terminated 30 years of active service as a diver when he retired from duty at the end of March.

Lt.-Cdr. Charles S. Smedley, commanding officer of HMCS *Granby*, relinquished his command on March 31. He was succeeded by Lt.-Cdr. Ward Palmer.

Lt.-Cdr. Smedley began his lengthy naval career in 1928 at Esquimalt, when he enlisted at the age of 17.

After completing basic training, he was sent to the Royal Navy where he qualified as a torpedoman in 1930. From the torpedo school he went to the Royal Navy diving school where he qualified as a diver in the same year.

The following year, Lt.-Cdr. Smedley returned to Canada and served in various ships on the West Coast.

At the outbreak of the Second World War, he was drafted to the *Restigouche* as a torpedoman. During most of the war Lt.-Cdr. Smedley was assigned to trans-Atlantic convoys, Russian convoy duty and Channel patrols.

After the war he was posted to Washington, D.C., for further deep-sea diving training, involving standard diving equipment as well as helium-oxygen equipment.

On completion of his course, he was attached completely to the diving branch of the Navy. At this time the diving branch of the Navy was divided into two parts, standard divers, for underwater ship repairs, and clearance divers for clearing mine locations.

In 1952 both divisions amalgamated and became the clearance diving branch. Following the amalgamation, he went to Indian Head, Maryland, to qualify as a clearance diving officer.

Four years later, he was appointed officer-in-charge of the operational diving unit in Halifax and was given command of the *Granby*.

The deepest dives made by Lt.-Cdr. Smedley were at Washington in helium-oxygen equipment where he descended

BIRTHS

To Able Seaman C. W. Cox, *Hochelaga*, and Mrs. Cox, twin daughters.

To Petty Officer G. W. Dickie, *Naden*, and Mrs. Dickie, a daughter.

To Commander R. B. Hayward, *Bytown*, and Mrs. Hayward, a son.

To Leading Seaman C. J. H. Lymburner, *Hochelaga*, and Mrs. Lymburner, a daughter.

To Leading Seaman C. S. MacKay, *Stadcona*, and Mrs. MacKay, a daughter.

To Leading Seaman Roy Miller, *Naden*, and Mrs. Miller, a daughter.

To Leading Seaman George Poitras, *Naden*, and Mrs. Poitras, a daughter.

To Petty Officer K. W. Wilson, *Hochelaga*, and Mrs. Wilson, a son.

to a depth of 320 feet, and at Campbell River, B.C., where he went to a depth of 250 feet in the standard diving equipment. These depths invite comparison with the altitude of his former home town of Canmore, Alberta—4,300 feet above sea level.

Lt.-Cdr. Smedley plans to open a diving and underwater survey firm to aid fishermen, marine agencies and industrial firms that require diving services.

RCN Author Heads Writers' Group

The new president of the Halifax branch of the Canadian Authors' Association is Lt. H. R. (Bill) Percy, several of whose short stories and essays have appeared in past issues of *The Crows-nest*.

He was elected to office at the annual meeting of the branch in Halifax on April 30. Dr. Will Bird, widely-known novelist, was chosen honorary president.

Lt. Percy has had a collection of his short stories accepted for publication by Ryerson Press, Toronto, in the fall. He is serving in the *Swansea*.

ROTP Cadet Wins Gold 'A'

Member of the graduating class of Acadia University, Wolville, Nova Scotia, ROTP Cadet Hugh Laurence, of Annapolis Royal, has been awarded the Gold "A" by the Student Council in recognition of his participation in student activities.

A point system is used in determining the awards and Cadet Laurence was one of four students to qualify for the major distinction. Particularly active in athletics, Cadet Laurence has also participated in all other aspects of university life during his four years at Acadia.

Sailor Serves In Three Ottawas

A sailor now in HMCS *Ottawa* has served in all three Canadian warships bearing that name.

He is Ldg. Sea. Wilfred H. Kerr, Port Alberni and Victoria. The association started in August 1940 after he completed a signalman's course at Cornwallis and was drafted to the original *Ottawa*.

In April 1941 he was drafted to another ship. On September 13, 1942, the *Ottawa* was sunk by two torpedoes from a Nazi U-boat.

As the war progressed a second ship, the former HMS *Griffin*, was commis-



Ldg. Sea. Wilfred H. Kerr has served in all three RCN warships bearing the name *Ottawa*, the total time adding up to about a quarter of his service career. (E-53639)

sioned HMCS *Ottawa*. In October, 1944, Ldg. Sea. Kerr was drafted on board and he remained for the duration of the war. In 1946 he compelled his seven-year hitch and left the service.

The third *Ottawa* entered his life after Ldg. Sea Kerr re-entered the navy in September, 1954, after an eight-year absence. After completing training, he was drafted on board the *St. Laurent* class ship in April 1959 and he is still serving there.

For the record, Ldg. Sea. Kerr entered the navy as a boy seaman in April 1939 and in May of that year signed on as a seaman for seven years.

In May 1959 he received the Canadian Forces Decoration. Had he remained continuously in the Navy Ldg. Sea. Kerr could have proceeded on pension a year ago with 20 years' service completed.

W. Ross Hickey Again Heads NOA

The election of officers of the Edmonton branch of the Naval Officers' Associations of Canada saw W. Ross Hickey re-elected president. L. J. D. Garret is vice-president and Gordon K. Greaves secretary-treasurer.

Directors of the Edmonton NOA are: Norman J. Allison, Arthur Baker, Frank Banwell, James Elliott, Herb Hartley, Lyle Hoar and Ross MacLean.

Red Cross Provides Home for Veterans

One of the lesser known projects of the Red Cross on behalf of ex-service-men has been operating quietly and efficiently at 674 Dundas Street West, in Toronto, since the early 1930s.

This is the Red Cross Soldiers' Club, which provides a home for single veterans of any of the services who are in receipt of war veterans allowances.

The rates take into account the member's pension. For example, a member with an income of between \$60 and \$80 a month pays a monthly fee of \$25.80. In return for this, he receives three meals a day and a permanent home. Each bedroom has from one to four beds. There is a library, writing room, television and hi-fi room, and billiard and recreation room. Except for the summer months, there is a first-run movie every two weeks. Toronto Red Cross groups and others provide entertainment from time to time.

In the summer, picnics are arranged and an effort is made to send some of the men to camp for a week or ten days.

Costs are kept down by employing some of the club members on a part-time basis and by requiring all members to look after their bedrooms and take their turn of dining-room duties. In spite of this, there is normally a deficit of about \$10 a member which is met by the Toronto Red Cross.

Navy List Editor Leaves Civil Service

A distinguished career in the Civil Service ended April 4 when Miss Edith Scott Campbell, of 540 Edison Avenue, Ottawa, retired.

Miss Campbell is perhaps best known as the editor of the Navy List. As such she has recorded for the past 17 years the rank and seniority of all RCN, and RCN (R) officers, the names of their ships and establishments, and appointments of the officers. The Retired List also came within her domain.

On her retirement, Miss Campbell was honoured with a "first" for the Civil

Service. She was presented with a lapel pin of newly-approved design for issue to Civil Servants with 25 years' service. A certificate of service is awarded with the pin.

Born in Ottawa, Miss Campbell began her career with the Civil Service on March 6, 1917, with the former Department of Militia and Defence. She remained with that department until a staff cut was ordered in March 1922.

In July 1923 she rejoined the government service with Trade and Commerce, and on March 8, 1924, she transferred to the Department of National Defence.

Ceremonies in Naval Headquarters honouring Miss Campbell were attended among others, by Rear-Admiral K. L. Dyer, Chief of Naval Personnel, A. R. K. Anderson, Superintendent of Civilian Personnel, and K. G. Slade, Director of Civilian Personnel (Navy).

Miss Campbell was presented with a portable television set, a wrist watch and a certificate of appreciation for services rendered, signed by the Minister of National Defence. She later received a testimonial certificate signed by more than 200 civilian and naval associates.

Admiral Spencer Heads Engineers

The Institute of Marine Engineers, a professional association which had its origin in England in 1889, and is now world wide, has established a Canadian Division and the first Vice-President (Canada) and Member of Council is Rear-Admiral B. R. Spencer, Chief of Naval Technical Services.

The office of the Canadian Division will be located at 336 Crestview Road, Ottawa, and the Secretary (Canadian Affairs) is T. M. Pallas.

The Institute has about 13,000 members in all parts of the world and is growing at the rate of between 1,000 and 1,200 new members each year. In Canada there are over 350 members at this time. There are local sections which serve the members in their area in places as far apart as Vancouver and Bombay, Toronto and Capetown or Montreal and Melbourne, each section have a local vice-president.

Third Naval Career Draws to Close

Seventeen-year-old "Jock" Kelso started down a Scottish road with a berry basket in his hand one summer's day in 1909. He little dreamed that he was on the threshold of three naval careers.

Lt. John Robertson Kelso, RCN (Ret.), retired in May from the Canadian Civil Service after ten years at



This crayon drawing of Lt. "Jock" Kelso, RCN(R) (Ret.), by Gerard Montplaisier accompanied a presentation of luggage on the occasion of his retirement from the Civil Service in May. (CN-6047)

Naval Headquarters as section head of electrical stores cataloguing. When he took up civilian duties with the Navy, he already had behind him careers in both the Royal Navy and the RCN.

That young "Jock" failed to return with the berries he had undertaken to pick, probably did not surprise his mother. On a previous occasion he had left home to join the Royal Navy and had been shipped home as under age. This time he was accepted.

Lt. Kelso could have been a pioneer member of the Royal Canadian Navy, if his heart had not been set on the submarine service. He was serving as an ordinary seaman in HMS *Queen* when volunteers were sought for HMCS *Niobe* in 1911—but Canada looked far, far away.

His ambitions to become a submariner were realized in 1912 when he entered the submarine service as a torpedoman. He served in "A" class submarines from 1913 to 1915 and in "G" class submarines from 1915 to 1919. The "A" class submarine had a complement of two officers and nine men—enough to land a soccer team, if someone else supplied the duty watch.

He was serving in the G-4 when she sank a German merchant vessel at the mouth of the Elbe River in 1915. He was serving in the G-2 when that submarine came upon the surfaced German U-78, which was attacking a merchant ship. The U-boat paid in full for her failure to observe the approach of the British submarine.

Already mentioned in despatches for "devotion to duty" in 1917, Lt. Kelso



Rear-Admiral K. L. Dyer, Chief of Naval Personnel, was present at farewell ceremonies for Miss Edith Scott Campbell, editor of the Navy List since 1943. Miss Campbell began her career with the Civil Service 43 years ago. (O-12591)

was awarded the Distinguished Service Medal in 1919 for his part in the sinking of the *U-78*.

He continued to serve in submarines, including two years on the China station, until 1926, when he reverted to general service. He served in the battleships *Malaya* and *Queen Elizabeth* in the Mediterranean from 1927 to 1931.

Naval career No. 1 came to an end with his retirement to pension as a Chief Petty Officer (Torpedo Gunner's Mate) in May 1932.

For six years he was sales manager for a sewing machine company in Hordsham, England, and then was recalled to service on the outbreak of the Second World War. When volunteers for instruction duty with the Royal Canadian Navy were sought in 1940, Canada no longer looked so far away and this time he volunteered.

His first duties with the RCN were as instructor in the Torpedo School at *Stadacona* and hundreds of officers and men went to sea knowing that Whitehead was more than another name for a pimple. Torpedo branch instruction in those days, it should be recalled, covered not only torpedoes, depth charges and mines, but also shipboard electrical maintenance.

Promoted to Gunner (T) in 1941, he later served as depth charge trials officer and drafting officer at *Stadacona*, with Naval Ordnance and as staff officer at HMCS *Queen Charlotte*, the Charlottetown naval division. He had

been promoted to Commissioned Gunner (T) in 1944 and to Lieutenant (Star) in 1945 and it was in this latter rank that he was demobilized in September 1947.

He served another year in uniform, from 1949 to 1950, and then embarked on the civil service career from which he has now retired.

An organization that has benefited greatly from his presence in Ottawa is the Naval Headquarters Golf Association, of which he has been a devoted and active member and club statistician.

Lt. Kelso left in early May on a five-month visit to Scotland. He will return in the fall to his home in Aylmer, Quebec, across the river from Ottawa, where he resides with his wife, his daughter Anne, and son, David.

Scots Flyer Heads Officers' Group

A Scotsman who flew against the Japanese in the Pacific as a member of the Fleet Air Arm is the new president of Brunswick branch of the Naval Officers' Associations of Canada. He is John A. Davidson, of Saint John.

Mr. Davidson took his pilot's course in Canada under the Empire Air Training Scheme. He joined the Royal Naval Volunteer Reserve in 1942. Attached to the British Pacific Fleet as a pilot, he was serving in HMS *Indomitable* during the Okinawa landings when the ship

received two hits from kamikaze planes. Damage was slight, and the *Indomitable* fought on in the Singapore and Hong Kong areas.

Bonnie's Blood Clinic Best Yet

Officers and men of the *Bonaventure* recently completed the "best yet" blood donor clinic. Red Cross authorities reported 415 donations taken Thursday afternoon and Friday morning, April 7 and 8, in the ship while secured at the carrier jetty at *Shearwater*.

The last clinic, in October 1959, realized 372 pints of blood for the Red Cross. The latest clinic brought 105 pints on the Thursday afternoon, 310 on the Friday morning.

Veterans Present Life Membership

A life-membership in the Hamilton Naval Veterans' Association was presented recently to Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, Hamilton.

Commodore Finch-Noyes received his life-membership card from S. R. Piner, president of the Hamilton association. William Shade, vice-president, also took part in the ceremony.

Commodore Finch-Noyes, who takes over the duties of Flag Officer Pacific Coast in the rank of rear-admiral at the end of June, has been active in support of the Hamilton group and of the Naval Veterans' central body, the Canadian Naval Association.

Fifth Sea Lord Visits Canada

Vice-Admiral L. G. Durlacher, Fifth Sea Lord and Deputy Chief of Naval Staff, Royal Navy, visited Ottawa February 14 to 16.

Admiral Durlacher arrived from Washington on the evening of February 14. On Monday, 15th, he called on the Chief of Naval Staff, Vice-Admiral H. G. DeWolf, and met informally with the Naval Board. He visited the Atlantic Command February 16-18.

Radar Test Idea Brings Award

Ronald Wambolt, civilian employee of HMC Dockyard, Halifax, was presented recently with a cheque and certificate from the Suggestion Award Board of the Public Service of Canada by Commodore H. G. Burchell, Commodore Superintendent, Atlantic Coast, for his award-winning suggestion: "Modification to enable faster and more efficient testing of Sperry Mk II Radar."



Members of No. 106 Petty Officers' Leadership Course completed their training at Cornwallis on February 19. They are, left to right, front row: Petty Officers Ivan Smith, Edward Bellefontaine, and Ormie Stahl, Lt. Charles Boyle (course officer), and Petty Officer William Smith (course petty officer), Petty Officers Robert MacLeod, Archie Dachuk, and Paul Potvin; centre row: Petty Officers George Burke, Beverley Howard, Robert Kerr, Herbert Bootzman, William Cox, Bruce Riggs, and William Costello; back row: Petty Officers William Gnatiuk, Vallentine Regier, Andre Beaudet, Clifford Neal, Joseph Shorey, Ronald Pratt, and Richard Logan. (DB-13597)

SAGA OF A NOBLE CHOPPER

WHEN RCN Sikorsky helicopter 877 was brought on board the *Bonaventure* in March for plane guard duties, her well-earned nickname of "Angel" was callously thrown over the side and she perforce became "Pedro", because it better suited shipboard nomenclature.

Notwithstanding, the venerable flying machine preserved her angelic disposition by performing yet another mercy mission. She retrieved a sailor of the carrier's maintop division who accidentally fell overboard on March 26. This happened a scant four days after her joining the *Bonaventure*, which indicated to those who knew her well that she was willing to forgive the powers that be for discarding her honoured nickname, in the interests of duty.

As "Angel", she had performed six outstanding rescues which were duly painted on her nose in the form of maple leaf symbols. So a seventh was added for her most recent work of mercy. Her proud record began in 1955, the year she joined Utility Helicopter Squadron 21 at *Shearwater*.

The first maple leaf indicates the dramatic rescue of 21 men from the freighter *Kismet* which ran aground at the base of a 1,000-foot cliff near Cape North on Cape Breton Island. "Angel" bucked a snowstorm to the area, then survived gale winds to take off the crew in four trips, averting their deaths. Pilot and co-pilot were awarded the George Medal, the two aircrewmen were given Queen's Commendations. So, under her first maple leaf are painted the George Medal and oak leaf.

On March 3, 1956, while operating from the *Magnificent*, she picked up from the sea a man who had fallen off the flight deck. A pilot was retrieved twice after ditching on one side, then the other, of the *Maggie*, on the 26th and 28th of September in the same year. That meant three more oak leaves.

The next mission, on July 11, 1957, involved the rescue of a pilot, downed in the bush.

A year ago she was called upon to pick up three crewman of an aircraft which came down off Osborne Head, N.S.

Below the symbol of the angel painted on her nose is the global emblem of the United Nations. She went to Egypt



"Pedro", alias "Angel", plane guard in HMCS *Bonaventure*, poses for a family portrait on the flight deck of the carrier. Grouped below symbols denoting seven rescues carried out in the Sikorsky helicopter are, front row, left to right: AB William McMullen, Ldg. Sea. David Harding, PO Joseph Carver, AB Sherwood McQueen and AB Noel Black, all of whom are maintenance personnel. Back row: AB Malcolm Marshall, aircrewman; Sub-Lt. Wallace Morris, co-pilot; Lt. Robin Watt, pilot, and AB Edward Olliffe, aircrewman. (BN-60936)

in the *Magnificent* when the carrier was dispatched to the Suez in December, 1957. She served briefly as General E. L. M. Burns' personal aircraft during the period the *Maggie* was at Port Said.

Another exploit, which caught the public eye but which is unrecorded on her fuselage, involved the rescue of two terrified dogs caught on thin ice on Lake Mic Mac, Dartmouth, N.S., during the spring thaw of 1959.

Pedro, Angel or 877, whatever you wish to call her, still belongs to HU 21 although she operates from the flight deck of the *Bonnie*. Perhaps she made the headlines most frequently, but the other helicopters of the squadron are responsible for many mercy missions. The squadron averages 40 civilian rescues and searches each year, in addition to its naval duties. Transporting people in need of urgent medical attention is one of the mercy tasks and the burden was greatest during the Springhill mine disasters of 1956 and 1958. HU

21 machines also operated in the Far North on board HMCS *Labrador* in history-making voyages and served in the sub-Arctic during the building of the Mid-Canada Warning Line.

Now, as a plane guard, she is airborne before the carrier launches or recovers aircraft and hovers close by, ready to dart to the rescue should this be necessary. She also performs utility chores for the carrier and ships in company at sea.

Her current crew includes Lt. Robin Watt, pilot; Sub-Lt. Wallace Morris, co-pilot, and Able Seamen Malcolm Marshall and Edward Oliffe, aircrewmen. The maintenance crew which takes loving care of her venerable "innards" includes PO Joseph Carver, Ldg. Sea. David Harding and Able Seamen William McMullen, Sherwood McQueen and Noel Black.

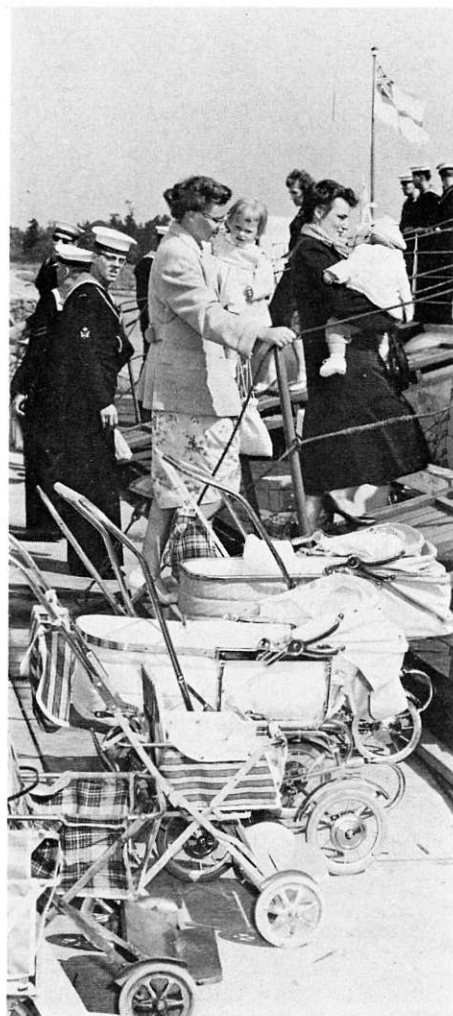
Old 877 has been until very recently one of those aircraft that seem to fly without any trouble, whatever the conditions. On the last cruise, there were

times when she just wouldn't start. The more pragmatic blame this on her aged condition. She has been flying for more than five years and has logged 1,800 hours in the air, more than any other RCN Sikorsky.

Her intimates claim otherwise. She survived the business of having her name changed, but a recent incident may have soured her completely. One of the utility runs this spring involved the transfer of a movie film from the carrier to a destroyer escort. Unfortunately, the film wound up in the drink. Since it was the very popular "Hound Dog", the captain of the ship, Captain J. C. O'Brien, decreed that a film case be drawn on the other side of the machine, embellished with a hound dog.

Against the protests of the crew, who knew better, the deed was done. She hasn't been the same since.

"After all," as Lt. Watt says, "she's a very human machine."



When three destroyer escorts of the Pacific Command returned from the Far East at the end of April, the "buggie brigade" was out in force to greet them. Going on board the St. Laurent are Mrs. P. Martens and Mrs. J. Mason. (E-55213)

PRIEST'S BENEFACTOR FOUND AFTER 7 YEARS

The following story by Cory Kilvert concerning a member of HMCS Chippawa, the Winnipeg naval division, appeared in The Winnipeg Free Press on March 18.

ON DECEMBER 9, 1952, a 33-year-old Jesuit priest had his right leg severed below the knee under the wheels of a Portage Avenue streetcar.

The priest, Rev. Henri Ouimet, would have died from loss of blood had it not been for a stranger who rushed to his aid and applied a tourniquet to the priest's limb.

After the unknown benefactor had administered this first aid he disappeared into the crowd as the ambulance arrived.

For more than seven years the grateful priest tried to find the man who saved his life.

Last Tuesday, after a chance remark made at HMCS Chippawa a couple of weeks ago was followed up, Father Ouimet at last was able to show his gratitude.

Responsible for bringing the two men together was Rev. John J. Grimes, Roman Catholic chaplain at Chippawa.

Recently he was swapping experiences with Petty Officer Les Walker, 1100 Mountain Avenue, an employee of Eaton's, who told him of aiding a priest who had been run over by a streetcar in front of the store.

Mr. Walker had used his belt and a pen to apply a tourniquet to the injured man's leg. He had placed his coat under the priest's head. As he had not seen the actual accident he merely returned to the store and went about his business when help arrived.

Father Grimes said nothing to Mr. Walker at the time of their conversation but he immediately recalled a priest at St. Boniface College who had an artificial leg.

On Tuesday night the chaplain brought Father Ouimet to the ship to meet his benefactor.

"It was a complete surprise to me," Mr. Walker said. "But I was very glad to meet the father. I had often

wondered how he made out and what had happened to him.

"Now I will know him when I see him and can greet him when he comes into the store."

As for Father Ouimet, the meeting with the man who saved his life was a very happy occasion.

After more than seven years of wondering who the man was it was wonderful to meet my—what do you say?—saviour," he said.

Works of Mercy Bring Thanks

A letter of appreciation has been received by the Commodore, RCN Barracks, Halifax, from C. I. Illsley, Commissioner of the Canadian Red Cross Society.

"Our Society wishes to express through you to the Royal Canadian Navy, grateful appreciation for your co-operation in connection with the work of the Society," Mr. Illsley writes.

"In particular, we are mindful of the tremendous part played by the men of the Royal Canadian Navy in attending blood donor clinics and giving blood, of the wonderful co-operation that we have had in connection with the water safety program of Red Cross in providing pool time for training instructors, and in particular for providing pool time on Saturdays during which the blind children have had an opportunity of having properly supervised swimming, and thus enjoying a pleasure which the rest of us take for granted.

"We also appreciate the ever ready co-operation we know is available in case of disaster, and although there were no major disasters last year in our province, on one or two cases I do know that Red Cross supplies were transported into the woods by Navy helicopter.

"We are deeply appreciative of all these things and would say a most sincere 'thank you'.

"You will be interested to know that the instructors trained by Red Cross in water safety have been able to help many organizations such as the Sea Cadets, Civil Service, School Children, and the YWCA in their water safety programs. It has been most gratifying that so many Navy personnel have qualified as instructors."



KOOTENAY'S PIGEON PAPERS

IN EARLY August 1944, the American army was driving south and westwards into Brittany in its breakout from the beach-head area in Normandy. As it did so, destroyers and sloops of the British and Canadian navies hovered like hawks close off the Breton and Biscay coasts waiting for U-boats and other craft to be flushed from cover by the advance of the land forces.

Also waiting were the maquis forces in the area. They fought when the opportunity offered and they continued to make intelligence reports to their allies in England. One of these reports went astray. It was dated August 2, 1944, and had been entrusted to a carrier pigeon by a resistance leader in Lam-

balle, a railway-junction town near the northern shore of Brittany and about half way between Rennes and Brest. It was not addressed in any way, but the pigeon was supposed to know where to deliver it. Whether the beam was not working properly or he had never qualified in navigation cannot be determined, but he was more than 90° off course when he made a forced landing on X-gun deck in HMCS *Kootenay*, some 60 miles out into the Atlantic in position 47° 50' north, 6° 18' west, on the same day. He had made good 90 miles on a course of 256° which would have taken him to the sunny islands of the Caribbean Sea in another two or three thousand miles.

Once on board the destroyer, however, the bird showed no great hurry to take off again. His papers were read and transcribed by the captain, then given back to him. He was fed (one wonders with what, victualling stores do not usually carry bird seed) and turned loose again on the upper-deck, but he was still on board the next day. History has no more to say of him after that. HMC Destroyers had no air department in those days and it seems that his take-off was not logged.

The captain of the *Kootenay* sent a copy of the papers to the Commander-in-Chief, Plymouth, for onward transmission and placed his hand written copy in his files so that it was finally cast up in Naval Headquarters. It has been translated and it appears below. When one reads it, the style appears to be wordy and even repetitive; sometimes it almost seems to be padded. That it is cryptic and full of obscure references is hardly surprising—it is not meant for the casual reader but for someone who knew how to interpret it. Perhaps the first paragraph refers to aircraft and three types of armoured fighting vehicles hidden in a wood. On the other hand it may be that the whole thing is in code, the type where a short message is hidden in what appears to be a longer one so that the translation shows nothing of what the original was intended to convey. However, for interest and for what it is worth, here is the text of the *Kootenay's* pigeon papers:

"They say that the birds are picked up in the woods—it's there that they are to be found about two kilometres to the south of Lamballe and it's there that there are autos as well as cars and taxis.

"As for morale, the old sweats are thoroughly fed up while the Hitler youth has high morale and still a confident and superior air.

"One kilometre to the south of Lamballe there is an installation near a small wood on a hill—it is said to be a transmitter. It consists of three large pits about eighty metres deep with a mast in the middle, 30 or 40 metres high and surmounted by cross arms. Nearby are camouflaged buildings.

"It is not possible to listen [to the radio] very often because they cut off our electricity and on top of that they



While Victorians shivered and shovelled in an uncalled for snowstorm March 3, these sailors of the Pacific Command were probably worrying about getting sunburned. They were serving in the *Stettler*, one of four frigates on a training cruise in South American waters. The event depicted here was a preliminary to a whaler-pulling race; and the cox's'n, seen standing and wearing feathered headgear, is Ldg. Sea. Ross Sinclair, of Victoria. In background is the *Sussexvale*. (E-54306)

often jam [the signal] in the evening. "They made us take them [our radios] to the town hall of each commune on pain of death and from there they took them away, but we have a few yet.

"There are three battery sets in the district. The people in charge of them are known and trusted by all but the collaborators.

"There are fortifications in our Lamballe district: on the north and east are trenches and anti-tank walls as well as dugouts. There is also barbed wire and mines in every street in case of invasion. On the south is a com-

mand post with a bunker for bombardment.

"There are heavy guns at Bel-air [sited] to fire in the direction of St. Briec.

"Luckily the Germans are not thick around here any longer. Most of the parachute troops as well as the air-men and infantry (have gone). One hardly ever sees a military convoy or truck any more and the farmers often have to go at the risk of their lives with their wagons to the front with supplies. One train passes through here, often north-bound and well loaded.

"To our great pleasure, it has only been possible to determine that the trucks often come back empty to go off again loaded.

"There are still some tanks hereabouts as well as ammunition (dumps) about ten kilometres to the north as the crow flies.

"Let us live in the hope of speedy liberation. Accept, dear friends, a cordial hand-shake.

Signed: Lamballe 5-3-

2 August, 1944".

—Ph. Ch.

MUSTERING BY THE OPEN LIST

AS PART OF ceremonial Sunday Divisions on March 13 in Bermuda, the ship's company of the *Restigouche* took part in an old naval ceremony which has all but died out. This was "mustering by the open list", the origin of which is probably lost in the mists of time, although its purpose used to be very practical.

It would appear that at one time certain Commanding Officers and Supply Officers did not possess the sense of integrity and honesty that prevails these days, and on many occasions of long absences from the home port a number of men would be lost through various reasons — battles, illnesses, storms and so on. The names of these poor unfortunates were illegally kept on the ship's books for victuals and pay and the value of these items were drawn each month and shared by the captain and purser. Another ruse was to pad the ship's book by adding a few names for the same evil purpose. Both practices were long overlooked.

The Lords Commissioners of the Admiralty viewed the practice with grave concern when it was at last brought to their official attention—notwithstanding that in their earlier years they had probably shared a few golden sovereigns or guineas in the same way! However, in their wisdom, they devised a splendid scheme to prevent unscrupulous officers from lining their pockets at the expense of the Crown.

The scheme required a senior officer to muster the ship's company and cause each man to pass before him. In doing so, the man would come to a halt, salute the inspecting officer and state his name, rating, non-substantive rates, number of badges and his number on the ship's book or list. This information would be checked against the entries in the

book and the next man would present himself. In this way they were "mustered by the open list", and any surpluses were easily spotted. The only course of action for the pursers from there on was to cut down on the victuals, something they have been practising ever since, and accounting for the lean, lithe, sinewy and muscular

Pusser's Tally

When Jack thought his new "party" had a predatory gleam in her eye, he would take the precaution of giving her a "pusser's tally"—a false name.

He probably did not know it, but the pusser's tally was originally the name of a fictitious man on the ship's book whose pay was drawn by the purser (pronounced pusser).

One of the best examples of a "pusser's tally" that comes to mind is the case of a Canadian petty officer returning to a large British naval establishment one dark night during the Second World War, after an evening on the town. He successfully passed the gate sentry, the Regulating Petty Officer and the Officer of the Watch, for he was a seaman of considerable experience.

However, as he was making his way towards his distant hut, he was tempted by a traffic sign which was not firmly nailed down and which would make a good souvenir of his overseas service. He was taking it along when the corporal of the guard came upon him, demanding his name, rating and official number.

Being a man of infinite resource and sagacity, and realizing that the leading seaman before him was a Hostilities Only rating and had probably never seen the shores of North America, he replied accordingly.

Next morning the hum-drum routine of the barracks was enlivened with urgent pipes for "Petty Officer John Q. Skulduggery, official number 2121, to report to the regulating office!"—Ph. Ch.

sailor of this 50th year of the Royal Canadian Navy.

In these days of course with Auditors-Generals, Minister of Finance, Treasury Boards and numerous other eagle-eyed persons looking after the Queen's treasure it is highly unlikely that padding the books would be very profitable and, consequently, the muster is only carried out as a ceremony that gives each man an opportunity to salute his Captain.

Such was the occasion on March 13 when the ship's company mustered by the open list on a jetty at Ireland Island, Bermuda. Music was provided by the *Shearwater* band and things went along smoothly, until the last man appeared. The coxswain could not account for him but, undaunted, he announced to the captain: "Ordinary Seaman Smith, Sir."

All being well and truly accounted for, they were dismissed and returned to the ship. Within minutes, the following message was received from the Senior Officer Afloat (Atlantic), Commodore Plomer: "It appears you and the Supply Officer are sharing the pay of ABCD BLANCHER, 25982-H. I am faced with the difficult alternative of whether to cover it up or report it and have it reach the horrified ears of the Honourable Mr. Donald Fleming."

When the air cleared, it was discovered that the Commodore, knowing the ceremony was taking place instructed one of HMCS *Cape Scott's* men to join the *Restigouche's* bosun's division to test the list.

This, of course, accounted for "Ordinary Seaman Smith".

The following reply was made—it is to be hoped—the incident closed.

"Discrepancy in Ship's List noted. Did not consider Their Lordships would object to having one man not being paid for his services."—R.J.D.

AFLOAT AND ASHORE

ATLANTIC COMMAND

First Escort Squadron

During WINTEX 60, three ships of the First Escort Squadron, the *Iroquois*, *Nootka* and *Huron*, visited Fort Lauderdale, Florida, for ten days to paint ship and have some recreation. On several occasions, the ships were open to visitors and a separate afternoon was set aside for a visit from students of a school for deaf children.

Twenty-six pupils, ranging in age from six to 15 years, were split on arrival at the ships into two age groups. The children are all taught to lip read. The older group was shown around the *Huron* by Lt. William Payne, the younger set seeing the *Iroquois* with PO L. C. Skinner, along with Lt.-Cdr. J. D. Jellett, squadron direction officer, who had arranged for the visit. This was the first visit of these children to the ship and they obviously enjoyed it.

Lt. Payne proved to be the perfect guide for he was able to use sign language to describe the features of the destroyer.

Lt. Payne learned to use sign language from his father who is deaf. Mr. Payne is a linotype operator at the *Star*, in Windsor, Ontario.

The Fort Lauderdale press published three columns of photographs concerning the visit.

Three days later, an envelope was received by Lt.-Cdr. Jellett containing a "thank you" note written by each child.

HMCS *St. Croix*

During March and April 1960 the *St. Croix*, spent 51 days away from her home port of Halifax, of which period 27 days were spent at sea, and the distance travelled was 9,719.6 miles.

On March 4 the ship departed Halifax, with Read-Admiral B. R. Spencer, Chief of Naval Technical Services embarked, for Bermuda to join other Canadian ships in the final exercises of Wintex. Once clear of the harbour the weather deteriorated steadily through the night.

The next morning the *St. Croix* was diverted to stand by the ocean tug *Saint Charles* in position 120 miles to the eastward and running with the seas.



Lt. Richard Davis inspects a comedy guard of honour on the flight deck of the *Bonaventure* immediately after he became the one to make the 5,000th arrested landing on board the carrier. Officer of the guard is AB A. C. Downie, and the three members of the guard to the right of Lt. Davis are AB J. Walker, AB Kennedy Bowen and Ldg. Sea. C. F. Coyle. The *Bonaventure* also steamed past the 100,000th-mile mark on the same cruise. (BN-3325)

A few hours later a steering breakdown occurred on board the *St. Croix* and for three hours the ship was required to steer by main engines into the sea. The breakdown was rather unusual in that a stud holding spare gear in the tiller flat sheared and the spare gear fell and cracked the hydraulic pipe on the port steering ram.

Rendezvous with the *Saint Charles* was effected but the seas had abated considerably and the tug was happy to proceed to Halifax independently. The *St. Croix* then resumed course for Bermuda. On arrival, Rear-Admiral Spencer disembarked and joined the *Inch Arran*.

On completion of WINTEX exercises all task units were formed up in column. This was indeed an historic occasion. A total of seven Restigouche Class, seven Tribal Class and HMCS *Sioux* were in company; the largest number of Canadian destroyer escorts ever to be in formation together at sea at the same time. The Flag Officer

Atlantic Coast, Rear-Admiral H. F. Pullen, flew his flag in the *Gatineau*.

Instead of returning to Halifax with the other ships, the *St. Croix* proceeded to San Juan, Puerto Rico, for an eight-day stay. The ship was painted over-all and recreational leave granted. On April 1 the luxury yacht *Christina*, owned by the wealthy Greek shipping magnate Aristotle Onassis, berthed astern of the *St. Croix* with Sir Winston and Lady Churchill embarked. The *Christina* was the former Canadian frigate *Stormont*. On the morning of April 2 the entire ship's company of the *St. Croix* manned the upper deck to cheer Sir Winston as he drove past the ship for a tour of San Juan.

The *St. Croix* returned to Halifax April 8 and sailed again on April 10 for 12 days TAS training in the Gulf Stream with the *Restigouche* and the submarine *Auriga*. Back to Halifax on April 22, the TAS classes were landed, and the ship promptly departed for three days of oceanographic duties.

HMCS Stadacona

The Navigation Direction School as such has lost its old identity and has now taken the new name of the ND Section. Another traditional establishment has been renamed. Commonly known as the Seamanship School, this centre of learning has now emerged under a grand new name as The Naval Knowledge Section.

The two sections linked together give *Stadacona* its new Operations Division. As part of its new duties the "Ops Div" has become responsible for the parade ground and all its ceremony. It is rumoured that every good navigator of the future will be stowing a pair of black gaiters in the top chart drawer. The gunners in turn are now sitting back and watching in awe, as the new division runs parade training in its own inimitable, efficient style.

Lots of new faces have appeared around the ND Section of the "Ops Div" in recent months. These include Cdr. M. W. Mayo, who replaces Cdr. P. G. Chance as officer-in-charge, and Lt.-Cdr. C. E. M. Leighton, the new senior staff officer. On the navigation side, Lt.-Cdr. M. Tudor-Craig, RN, has brought an air of subtle British humour with him from HMS *Dryad* and Lt.-Cdr. G. H. Hill has joined the staff after a two-year appointment in the First Minesweeping Squadron.

Leadership School

The Leadership School at *Cornwallis* recently said farewell to Lt.-Cdr. J. F. Mackintosh, who proceeded on rehabilitation leave on April 21 after almost 30 years service.

A Haligonian, Lt.-Cdr. Mackintosh joined the Navy in 1931 as a stoker,



LT.-CDR. J. F. MACKINTOSH

was promoted to warrant engineer in 1944 and reached the rank of lieutenant-commander in 1957.

During the Second World War, he put in a lot of sea time, serving in HMC Ships *Saguenay*, *Skeena*, *Bellechasse*, *Woodstock* and *Bayfield*. He joined *Cornwallis* in 1951 and served there until his recent retirement.

For the past four years he has been Officers' Course Officer in the Leadership School and, during this time, many officers passed through his capable hands on their way to the fleet. He will be missed by his fellow staff officers in the school as well as by his many friends in the fleet. His successor in the Leadership School is Lt.-Cdr. N. G. Ford.

The summer will again see a large number of UNTD Cadets at the school for part of their summer training. Staff Officer Cadets this year is Lt. H. B. A. Russell who has recently completed JOTL courses in *Stadacona*.

PACIFIC COMMAND

HMCS Naden

The *Naden* band has entered a busy season, full of interesting events. April saw the musicians busily engaged in preparation for the Consecration of the Queen's Colour, Battle of the Atlantic memorial service and a visit from the Governor General.

The month's principal event, which outshone all others, was the concert in the Royal Theatre, April 5, in aid of the Armed Services Centre. Under the direction of Cd. Off. W. J. Gordon, and supported by well known guest artists, Ruth Champion and Stanley Martin, the band gave a polished and sparkling program which embraced a wide choice of well known works.

Proof of the concert's success was the enthusiastic way in which the capacity audience received the program, and the many congratulatory messages.

The concert resulted in approximately \$1,700 for the Armed Services Centre.

NAVAL DIVISIONS

HMCS York

A new association has grown up around the Toronto naval division.

Called HMCS *York* Retired Officers' Association, it consists of officers who have recently retired from the Navy and who have served on the active list of *York*.

It was formed by a group of some 10 people, most of whom were busy around *York* up until a short time ago. The



Mrs. George Huffman, president of the Women's Auxiliary to HMCS *York*, presents the Toronto naval division's "Man of the Year" trophy to CPO E. T. Izzard. (COND-5556)

founding group included Captain L. D. Stupart, Commanders Richard Bunyard and J. Savoury, Lieutenant-Commanders J. L. Morris, Don Booth, D. B. Gill, D. Tissington and A. Cal. Wilson, Lt. G. Warren and Sub-Lt. Clair Taisey.

The association exists primarily for the purpose of continuing the association with *York* of its members after their retirement from active duty. Its second main objective is to assist the division in any way that the association is able to, if and when the group is invited to do so by *York's* captain.

President is R. C. Bunyard; vice-president, L. D. Stupart; secretary, A. Cal Wilson and treasurer, D. B. Gill. Other members of the committee include D. Tissington, G. Warren, J. L. Morris and Clair Taisey.—A.W.

Yarmouth Corps Wins Convoy Shield

The Convoy Shield for the most efficient sea cadet corps in the Maritimes was presented recently to RCSCC *Chebogue*, Yarmouth, the only corps to have won the shield twice.

Rear-Admiral R. E. S. Bidwell, RCN (Ret.), president of the mainland division of the Navy League of Canada, made the presentation which was accepted on behalf of the corps by Petty Officer 1st Class John Allen, RCSC. The shield, donated by the Halifax branch of the Naval Officers' Association of Canada, is competed for annually.

Others taking part in the ceremony were Murray Knowles, president of the Yarmouth branch of the Navy League of Canada, and Lieutenant David Mitchell, RCSC, commanding officer of RCSCC *Chebogue*.



The fifteenth annual meeting of the Royal Canadian Navy Benevolent Fund was held at Naval Headquarters, Ottawa, in April. Elected to the 1960-61 board of directors were (left to right, front row): Rear-Admiral K. L. Dyer, Chief of Naval Personnel, CPO R. N. Langton; Vice-Admiral H. T. W. Grant, elected president for a fifth term; Miss A. I. McPhee, Captain P. B. German, RCN (Ret.). Second row: CPO M. H. Keeler, A. B. Campbell, Rev. A. G. Faraday, Chap. (P), Captain R. P. White, RCN(R) (Ret.), Captain E. A. Thompson, RCN (Ret.), CPO F. R. Henderson. Rear row: Rear-Admiral W. B. Creery, RCN (Ret.), Cdr. T. R. Durley, RCN(R) (Ret.), Captain A. W. Baker, RCN(R) (Ret.), Captain J. Jeffery, RCN(R) (Ret.), A. B. Coulter, and Rev. I. R. Edwards, Area Chaplain (P), Pacific Command. Absent when the photograph was taken: Lt.-Cdr. W. Woodward, RCN (Ret.). (O-12586)

BENEVOLENT FUND ANNUAL MEETING

THE MODERN VERSION of the debtor's prison is represented by "families . . . hopelessly in debt through purchases made in the first instance on credit and later financed by a series of loans at truly majestic interest rates," Vice-Admiral H. T. W. Grant, RCN (Ret.), told the 15th annual meeting of the Royal Canadian Naval Benevolent Fund at Naval Headquarters in April.

Admiral Grant, who was elected to a fifth term as president of the Benevolent Fund, reported that higher income from investments and the continuing generosity of the fleet had meant that all commitments were met without drawing on the fund's capital account.

In addition to Admiral Grant, the following officers and directors were elected at the meeting:

Vice-presidents for two year terms: Captain R. P. White, RCN (Ret.), Ottawa, and CPO F. R. Henderson, *Shear-*

water. Re-elected for one year terms: Chaplain (P) I. R. Edwards, RCN, Victoria, and Aubrey B. Campbell, CLU, Halifax.

Lt.-Cdr. Harry McClymont, RCN, re-appointed general secretary, and Duncan Forbes, treasurer.

Members of the board of directors: Captain A. W. Baker, RCN(R) (Ret.), Cedarhurst, Ont.; A. B. Coulter, Ot-

tawa; Rear-Admiral W. B. Creery, RCN (Ret.), Ottawa; Cdr. T. R. Durley, RCN (R) (Ret.), Montreal; Rear-Admiral K. L. Dyer, RCN, Ottawa; Chaplain (P) A. G. Faraday, Halifax, Captain P. B. German, RCN (Ret.), Ottawa; Captain J. Jeffery, RCN(R) (Ret.), London; CPO M. H. Keeler, RCN, Victoria; Miss A. I. McPhee, Ottawa; Captain E. A. Thompson, RCN (Ret.), Halifax; Cap-

ANALYSIS OF CLAIMS DEALT WITH AND ASSISTANCE APPROVED

January 1 to December 31, 1959

	Discharged	Serving	Dependents	Totals
Applications dealt with	689	165	49	903
Applications approved	602	123	39	764
Applications NOT approved	87	42	10	139
<i>Assistance Approved</i>				
Grants	\$ 82,917.85	\$10,646.97	\$ 8,767.90	\$102,332.72
Loans	40,775.57	30,065.27	300.00	71,140.84
Totals	\$123,693.42	\$40,712.24	\$ 9,067.90	\$173,473.56

tain R. P. White, RCN(R) (Ret.), Ottawa; Lt.-Cdr. W. Woodward, RCN (Ret.), Victoria, and CPO R. N. Langton, RCN, Victoria.

Mr. Coulter, Chaplain Faraday, and Chief Petty Officer Langton are commencing their first terms on the board of directors this year.

Those retiring from the board this year were: Griffiths Jones, Victoria; Captain T. F. T. Morland, RCN (Ret.), of Halifax, and CPO D. H. Nelson, of Victoria.

In his presidential address, Admiral Grant said:

"Thanks to higher income from investments and the continuing generosity of the fleet, all commitments were met without drawing on our capital account and indeed the latter was built up to a modest extent.

"On behalf of your board of directors I hasten to add that there will be no hesitation in selling bonds, when and if claims warrant such action, but we normally prefer to operate on a surplus budget since we have yet to be convinced that there is a better way of meeting the unforeseen misfortune to which not only the sailor, but all humanity falls heir."

Admiral Grant spoke of the claims studied during the year.

"At one end we find most genuine distress born of death or some unforeseen tragedy. At the other, outrageous financial difficulties attributable to human errors of the stupidest kind and, in between, filling too many pages we glimpse the modern version of the debtor's prison—families, many with quite reasonable incomes, hopelessly in debt through purchases made in the first instance on credit and later financed by a series of loans at truly majestic interest rates.

"The fact that such cases are as common today as they were 50 years ago is hardly surprising, for the innocent as well as the improvident are subject to a constant barrage of propaganda urging them, in effect, to live beyond their means.

"The fund has tackled this problem by assisting the Director of Service Conditions and Welfare in a program of counselling throughout the Fleet and in the naval training establishments.

"Similar work, in co-operation with the Department of Veterans' Affairs and social agencies, has done much to assist veterans by way of housing, employment, hospital insurance and general information relative to benefits from other sources.

"I mention this to make it clear that, while the primary work of the fund is

the provision of financial assistance to the distressed, it is also concerned with many other aspects of service morale.

"Before moving on let me add that I am sure the fund has sometimes skimmed on the deserving as it has oc-

LAST YEAR'S GIFTS TO BENEVOLENT FUND

Serving Naval Personnel—
by monthly assignments \$26,066

RCN Ships and Establishments:

Aklavik	Ship's Fund	\$ 60
	Men's Mess	15
Albro Lake	Ship's Fund	110
Algonquin	Ship's Fund	460
Avalon	Nfld. Area (AF)	
	Reg. Fund	69
Bonaventure	Ship's Fund	375
Bytown	Officers' Mess	300
Cayuga	Ship's Fund	50
Chaleur	Ship's Fund	5
Churchill	Ship's Fund	100
Cornwallis	Ship's Fund	4,000
	Chief and POs' Mess	167
	Wardroom Mess	60
Cowichan	Ship's Fund	15
Crusader	Ship's Fund	100
Gloucester	Ship's Fund	90
James Bay	Ship's Fund	13
Margaree	Ship's Fund	180
Naden	Ship's Fund	1,977
	Chief and POs' Mess	200
	Wardroom Mess	359
Naval Supply	Scran Locker	7
Depot Halifax	Unclaimed clothing	170
Niobe	Officers' Club	162
Ottawa	Ship's Fund	50
Outremont	Ship's Fund	120
Quebec	Ship's Fund	1,702
	Wardroom	337
Resolute	Ship's Fund	40
Saguenay	Ship's Fund	358
	Wardroom	35
Stadacona	Wardroom Mess	1,000
	Ship's Fund	784
	Chief and POs' Mess	150
	Band	50
	Com. Training School	5
	Scran Locker	10

Naval Divisions:

Brunswick	Ship's Fund	30
Griffon	Wardroom Mess	14
	Chief and POs' Mess	50
	Seamen's Canteen	36
Hunter	Ship's Fund	25
Nonsuch	Ship's Fund	15
Unicorn	Wardroom Mess	25

Other Sources:

Anonymous	\$ 15
Baker, Capt. (SB) A. W., RCN(R) (Ret.)	60
Campbell, Lt. Aubrey B., RCN(R) (Ret.)	24
CJATC, Officers' Mess	10
Edwards, I. R., Chap. (P) RCN	10
George, Lt. W. S. G., RCN (Ret.)	25
Grant, VADM, H. T. W., RCN (Ret.)	20
Hose, RADM, Walter, RCN (Ret.)	20
Kinsmen's Club, Victoria	25
MacLachlan, CDR., K. S., RCN(R) (Ret.)	100
Miscellaneous contributions	14
Moncrieff, James M. (Estate of)	100
Naval Supply Depot, HMC Dockyard, Halifax	5
Nova Scotia Technical College, Halifax	50
Stephens Eng. RADM, G. L. RCN (Ret.)	20
USA—Navy Relief Society Victoria District	25
Annual Dance Committee	25
Wrens' Association, Vancouver	25

Total Donations \$40,519

asionally condoned the improvident, for the members of your claims committee are no more infallible than other humans where work of this nature is concerned . . .

"Assistance approved by way of grants and loans was approximately 11 per cent less than last year, making due allowance for cash handed out via the Disablement Fund.

"Of the 730 claims dealt with 71 per cent originated from veterans or discharged personnel, 22 per cent from those still serving and 7 per cent from dependents. Corresponding figures for last year were 64, 28 and 8 per cent, which might indicate that life ashore is not getting any easier.

"A detailed study of the claims submitted to our three committees discloses a changing pattern in the calls on your fund's resources.

"Less money is now being paid out to offset medical and hospital bills and more to compensate loan companies and credit granters for unhonoured accounts.

"These cases are more prevalent amongst veterans than serving personnel but it is not a desirable state of affairs, and the time may be approaching when the fund should take a second look at requests for loans of convenience, however plausible the reasons for them may appear.

"A detailed statement of donations is included in the audit. The breakdown by categories is as follows:

RCN personnel	\$26,066.37
RCN ships and establishments	\$13,684.62
Reserve divisions	\$ 194.73
Other donations	\$ 573.49
Total	\$40,519.21

Once again voluntary contributions by assignment of pay make up by far the greater share of donations received and on behalf of the directors and members I would like to thank all individuals, ships' funds, wardrooms and messes for their generosity. I know, too, that the great majority whom we have helped would wish to add their thanks.

"As in previous years the accounts of your fund have been audited by the Auditor General's office, in Ottawa, and by Messrs. Lee and Martin, in Halifax. We are most grateful to both auditors for their contribution in this respect and the statement will be open for discussion later.

"There have been several staff changes during the year. At Halifax, F. W.

Schaefer was forced by ill health to relinquish his work as secretary of the eastern claims committee and I know you would wish me to extend the sympathy of all members for his unfortunate break in health and our gratitude for his untiring efforts on the fund's behalf. His shoes have been filled by R. J. Ventham who, I am sure, is well known to all the men serving and a great many who have retired.

"At headquarters, Arthur Ball, who served the fund faithfully for nine years, has left our service and your fund counts itself fortunate in having been able to secure the services of Duncan Forbes as the new treasurer.

"The Disablement Fund, announced at last year's annual meeting, became operative in the major cities throughout Canada on March 1, 1959. During the 10-month period to December 31, 1959,

173 cases were assisted by gifts of not more than \$10 at a total cost to your fund of \$1,717.53.

"In closing may I extend the sincere appreciation of the directors of this fund to our general secretary and all members of the staff at Ottawa, Halifax and Esquimalt, for their loyal and hard work in the interests of serving and ex-naval personnel who have had cause to call on the Royal Canadian Naval Benevolent Fund."

GIBRALTAR

(The following letter is reprinted from The Ottawa Journal.)

Sirs:

I should like to draw to your attention a major omission in the article "Canada Shares the History of Empire's Outpost Rock" reprinted from *The Crowsnest*, the magazine of the Royal Canadian Navy.

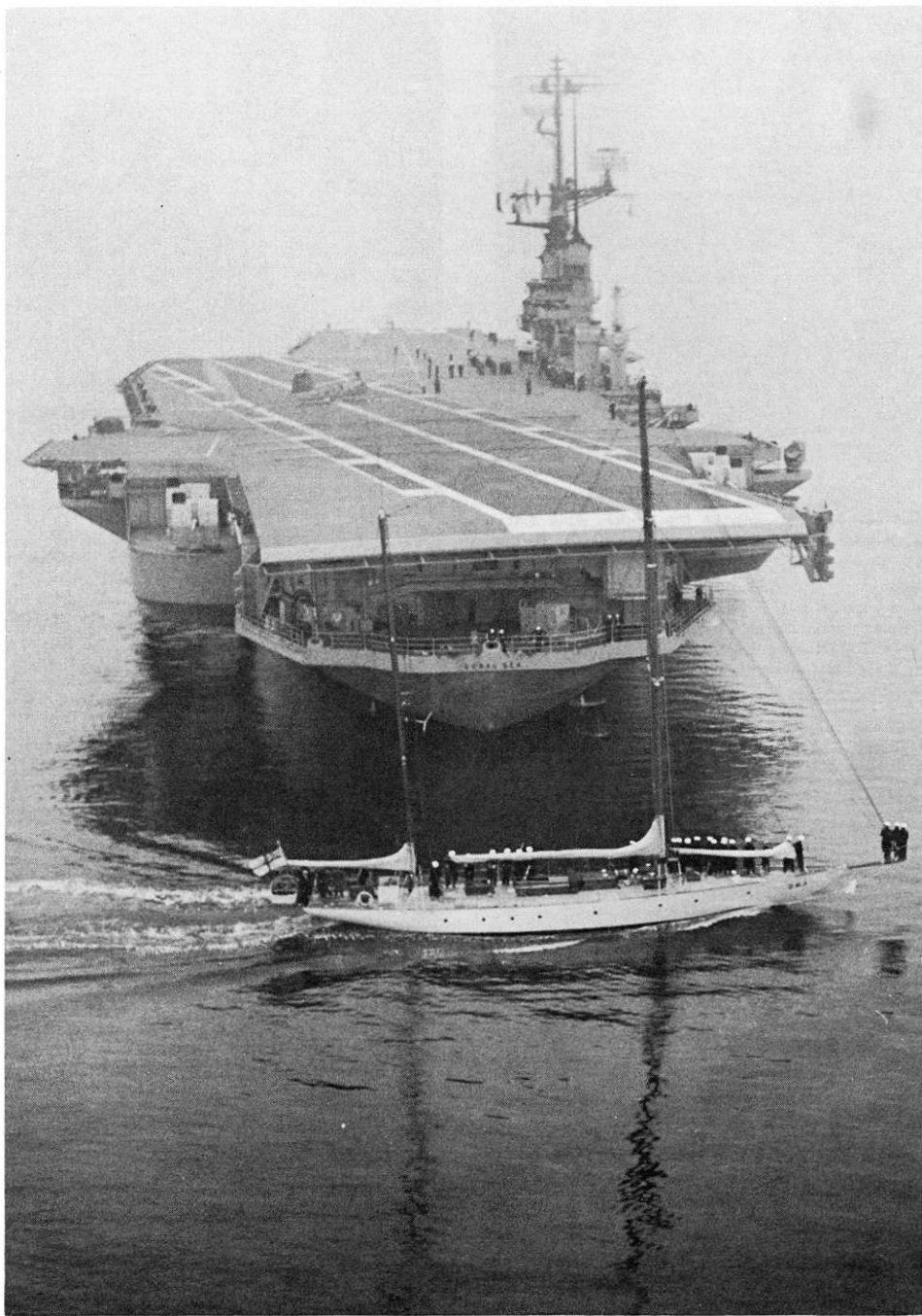
This concerns the formation and service of the first colonial regiment ever furnished for British service abroad, an honor shared by the 100th (Prince of Wales Royal Canadian) Regiment and by the Province of Canada, wherein it was raised.

With the drain of the manpower of Great Britain, brought about by the Indian Mutiny, authority was granted in 1857 to recruit a regiment in Canada East and Canada West for overseas service, and by early 1858 some 1,200 men had been raised. The officers, except the most senior, were Canadians and included Major A. R. Dunn of Toronto who, as Lieut. Dunn of the 11th Hussars, was the only cavalry officer to win the Victoria Cross in the Crimean War, for gallantry in the charge of the Light Brigade at Balaclava. For a short time he was Commanding Officer of the 100th, following the retirement of its original commander a few years after the unit's formation.

The 100th Regiment reached England in mid 1858, received its colors from HRH the Prince of Wales, and after a period of training was sent to Gibraltar early in 1859, remaining on garrison duty there until 1863. The regiment was then transferred to Malta, returning late in 1866 to Canada for a term of home service before proceeding overseas again.

A most interesting account of the raising of the 100th and of its four years at Gibraltar is contained in Chapter 1 of Major C. A. Boulton's "Reminiscences of the North West Rebellions", available at the Ottawa Public Library.

G. J. LEAVER,
327 Second Avenue,
Ottawa, April 21.



The mighty aircraft carrier USS Coral Sea left British Columbia March 21 after spending a week-end in Vancouver. At the mainland city the 63,000-ton floating airfield was given a tumultuous welcome by crowds measured in thousands. While she was off Victoria a group of Venture cadets, many of whom are destined for naval aviation, were able to get a close look at the great ship from their own training yacht, the Oriole. (E-54731)

HERE AND THERE IN THE RCN



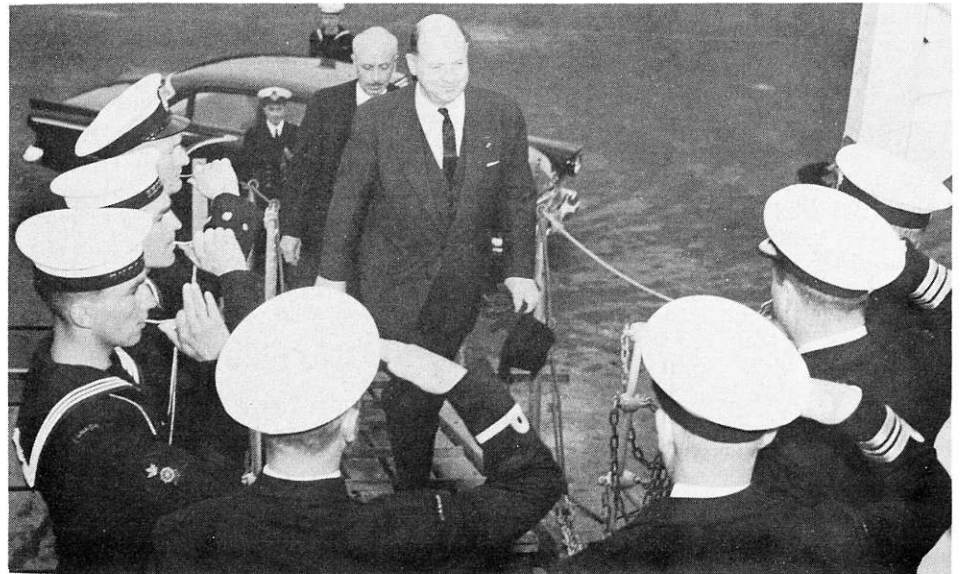
An ice sculpture of "Percy", the ship's mascot, and the lusty singing of the Barber Pole Choir won first prize for Terra Nova's wardroom at the Unflex Ball, which marked the end of the Atlantic Command's winter exercises. The ball was held at HMCS Stadacona, on April 1. The tables were judged by Rear-Admiral and Mrs. H. F. Pullen and Commodore and Mrs. James Plomer. Shown in the photograph are Lt. G. G. Freill and "Percy".



February was Heart Fund Month in Alberta, and the ship's company of HMCS Tecumseh turned out in force to support this worthy community project. A total of \$323 was voluntarily donated by all messes, with nearly all of the Reserve personnel, all of the RCN personnel and all the civilian staff contributing. The photo shows PO Douglas Cole, making his contribution at the Calgary naval division. Others in the photo are: Ldg. Sea. John Morton, Lt. C. P. Ilsley, Supply Officer, and A. D. Atkins, of the Alberta Heart Foundation and Ldg. Sea. William Griffie. (Calgary Herald photo by Jerry Ormond.)



Miss Gladys Curtis, who has worked on the staff of the Flag Officer Atlantic Coast for the past 37 years, has proceeded on retirement leave. Here she receives the good wishes of Rear-Admiral Hugh F. Pullen, Flag Officer. (HS-61033)



A brief visit to the Esquimalt dockyard in late February by His Excellency Francis Lacoste, French Ambassador to Canada, included a tour of the destroyer escort Fraser. Immediately behind His Excellency, as he is piped on board, is Louis DeLaigue, French consul-general from Vancouver. (E-54142)

'With Heavy Hearts and Without Hatred'

HE WAS A MAN of honour, of great integrity, high principles and deep religious beliefs. For nearly 50 years he served his country with devotion and distinction. For 15 of those years he was Supreme Commander of its navy—a navy of which he was the chief creator.

And in September, 1946, at the age of 70, Grand Admiral Erich Raeder was found guilty of war crimes and sentenced to life imprisonment.

Admiral Raeder did not spend the rest of his life behind bars. In September 1955, in declining health and partially paralyzed, he was released. Despite his years and ailing body, he retained his vigour of mind and strength of will, and to these he gave immediate exercise as he set about composing his memoirs.

The memoirs appeared in Germany in two volumes. Last year an English version of the second volume was published under the title, "Struggle for the Sea". Now the United States Naval Institute, in "My Life", has produced the complete autobiography in English. The latter book is up to the usual high standard of USNI publications and includes footnotes and an index that are lacking in the former.

The book has many of the elements of a Greek tragedy. For it was Admiral Raeder's fate that his hopes and aspirations for the German Navy—and his country as a whole—should, for reasons beyond his control, almost invariably meet with frustration, failure and defeat. Only incidental, to him, were the blows he suffered personally, first when his differences with Hitler reached such a state that he felt compelled to resign, then when he was reduced from a public figure in honoured retirement to a criminal consigned to prison.

For all of this, Admiral Raeder is not bitter, is not vindictive. Nor does he offer any apologies. Although it may be trite, the expression, "He did his duty as he saw it", seems best to suit him.

"For what was not done, and for those things which were done and subsequently proved a failure," he says, "I bear the final responsibility. . . . The Navy in general, largely influenced by me, was between Britain and Germany. But when that war did break out after all, we went into it with heavy hearts and without hatred, but with the firm determination to do our utmost to win it, and to maintain unity and discipline to the last."

Those two words, "unity" and "discipline" provide a key to the Admiral's character and help to explain his equanimity in circumstances that could well have broken another man. Admiral Raeder believed implicitly that discipline and comradeship were the foundations of an efficient service, and this belief was reflected clearly in his personal conduct in the same way as it was in his direction of the Navy.

While none of them may be particularly new, some of Admiral Raeder's observations are worth quoting:

"... Division work . . . is the framework for the naval and disciplinary training of the individual sailor."

"They (the armed forces) must always stand in a living relationship to

BOOKS for the SAILOR

the people they serve and never live a life completely isolated from them."

"I was anxious that the solidarity of the Navy, and its careful and detailed training and schooling should express itself in something clearly recognizable as the Naval type, and that every Naval man should bear himself in a modest, natural yet proud fashion at all times as a representative of the Navy."

"An organization like the Navy does not live only from orders and instructions from above; even more important is the goodwill and the devotion shown by all those who go to make it up."

"Flyers can do their job at sea effectively only if they are specially trained for it."

"Wars are not caused by theoretical or material preparations of the services against all eventualities, but by the intentions, omissions and mistakes of statesmen."

"He (Doenitz) considered that a force of 90 submarines operating simultaneously would be sufficient to ensure success (against Britain), which meant a total of about 300 submarines. . . . On September 1st, 1939, there were in all 57 submarines available."

"The formation of personality and character is still the highest aim of naval schooling, education and training."

It is interesting to note Admiral Raeder's appreciation, 30 years ago, of what is now called public relations:

"... We wanted to keep in touch as closely as possible and thus awaken sympathy and understanding for the Navy amongst the civilian population. . . . The more civilians knew about the Navy the easier it was made for us to represent our particular point of view in negotiations, meetings and so on as they arose."

The book is no literary masterpiece, and one suspects that it has suffered in translation. But it is very well worth reading, whether as a study or merely for the sake of interest.—R.C.H.

MY LIFE, by Grand Admiral Erich Raeder, published by the United States Naval Institute, price \$6.00.

STRUGGLE FOR THE SEA, by Grand Admiral Erich Raeder, published by William Kimber and Co., Limited, 46 Wilton Place, London, SW 1. (The price is unknown. The copy reviewed was borrowed from a public library.)

Durable Sailor

"The Man They Couldn't Kill" was Stoker Petty Officer Thomas Oldfield, RN, a cockney whose "twelve" lasted from 1936 to 1948. The author, Dennis Holman, was evidently a newspaper reporter who went to interview him in hospital. Oldfield had received an electric shock that should have killed him when he was working in a factory after he took his twelve.

"Stokes" spun some salty dips and Holman realized he had struck pay dirt. The book leans heavily on the number of occasions when the hero escaped sudden death by chance, including twice when he was condemned to be shot while a prisoner of war.

The author, apparently a landsman, captures the atmosphere and language of the lower deck well although the story is only sketched in with the scantiest of details except for the Battle of the River Plate and the prisoner of war episode—but that is, of course, the way Oldfield spun the yarns.

"The Man They Couldn't Kill" is good light reading, but even a moderately great book on the lower deck of the Royal Navy in the Second World War has yet to appear.—Ph.Ch.

THE MAN THEY COULDN'T KILL by Dennis Holman, London, Heinemann; Toronto, British Book Service. 232 pp., illustrated, end-paper maps, \$3.75.



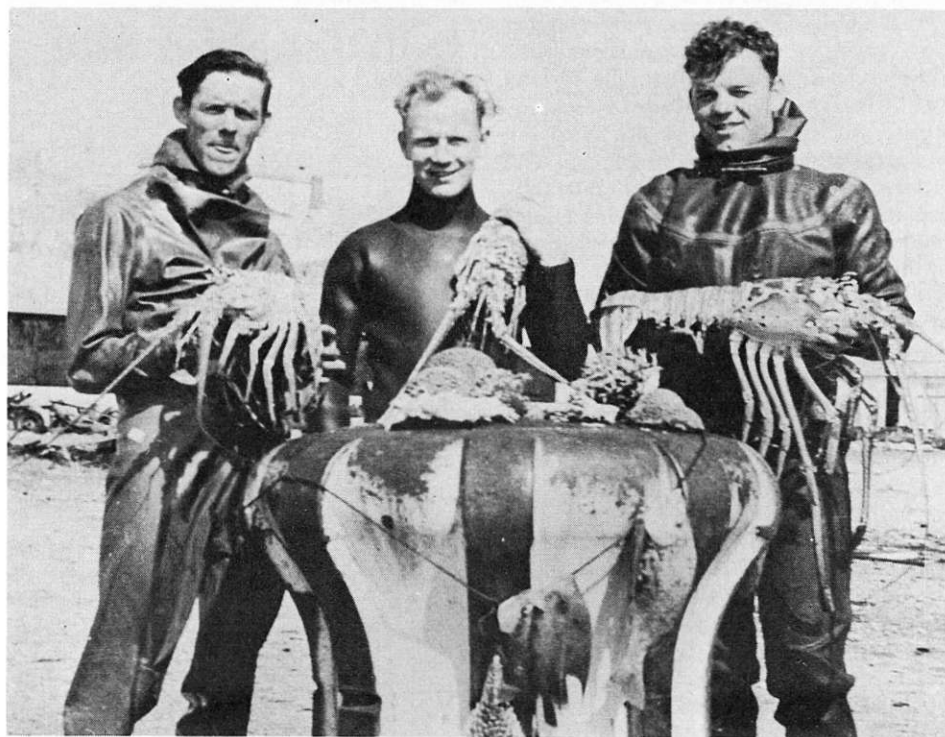
TROPICAL Skin-Diving

The sport of skin-diving became popular during the Fifth Escort Squadron's visit to Bermuda and other ports in the Caribbean waters.

The Barber Pole Skin-divers' Club was informally formed when ships' divers started exploring the sea bed at Ireland Island, Bermuda, between examinations of domes and propellers. Other enthusiasts among the ships' companies acquired their own equipment and soon joined the "pros" in their undersea activities, in Bermuda and Puerto Rico.

A group of skin-divers from HMCS *Terra Nova*, joined by Kootenays, enjoyed a busy and interesting schedule during the visit of the two ships to Willemstad, Curacao. Two famous Willemstad skin-divers hosted and guided the Canadian visitors around, sparing no time or effort to make it a memorable stay.

"Cap" Lenderink, ex-Lieutenant-Commander, RNeN, a one-time participant in some of Captain Cousteau's explorations in southern waters, and Fred Fischer, a most active underwater photographer at the age of 62, extended warm hospitality and provided new experiences in skin diving for the Cana-



Relaxing during their operational visit to Bermuda this past winter, members of the Operational Diving Unit pitted their swimming ability against the fish that inhabit the coral reefs. The fish lost, as this collection of giant crayfish, blowfish, sponges and so on shows. Left to right are Ldg. Sea. J. P. Balmforth. Lt. Alan Sagar and Ldg. Sea. T. Cowan. (CN-6027)

dians. Activities included extensive exploration of the exotic sea life of tropical waters, some spear-fishing, and the collection of various types of coral and underwater life.

In the accompanying picture are, front row, left to right PO D. W. Binger (*Terra Nova*), Lt.-Cdr. Joseph H. R. Laroche (*Terra Nova*), Captain Lender-

ink (Curacao), Lt. Jacques G. Petit (*Kootenay*), CPO J. E. Callighen (*Kootenay*) and AB W. E. Latter (*Terra Nova*). Second row: Fred Fischer (Curacao), AB J. McClymont (*Terra Nova*), CPO A. R. Faulkner (*Kootenay*), PO R. E. Kennedy (*Terra Nova*), AB Flynn (*Kootenay*) and Ldg. Sea. Ryan (*Terra Nova*). (Photo Fischer, Curacao).

THE NAVY PLAYS

MacDonald Trophy To Norman Jones

PO Norman Jones has won the Charles MacDonald Trophy for 1959. The trophy is awarded annually to the officer or man who through his achievements or efforts contributed most to sports in the Pacific Command throughout the year.

PO Jones has been active in many areas of sport in the service through his career. The past year he coached the Navy hockey team, played and assisted in training the RCN Representative Softball team, and supported and played volleyball, basketball, softball and hockey at an inter-part level.

This is the second time that PO Jones has won the trophy. The last time was ten years ago when he won it jointly with the Navy's Olympic-British Empire Games boxing star Eddie Haddad.

RCN Officer Wins Swiss Ski Event

The only Canadian to receive an award in the British Inter-Service Ski Championships at St. Moritz, Switzerland, last winter, Lt. R. G. C. (Gerry) Ross was first in the slalom and second in the combined slalom and downhill event. British Army Captain John Oakes was first in the latter.

Lt. Ross, who was taking ordnance training with the Royal Navy, has since joined HMCS *Kootenay*. He was the only Commonwealth participant in the ski championships and has been an ardent skier since early school days.

He is the son of Commodore W. G. Ross, Director General of Naval Ordnance, Ottawa.

Canadian Cadets Take Sailing Cup

The coveted Auckland Sailing Cup left New Zealand for the first time in its history when a four-man crew of Royal Canadian Sea Cadets out-sailed seven other crews from New Zealand, Australia and the United Kingdom this year.

The Canadian sailing victory took place during a three-month trip to the southern hemisphere by a contingent of 17 Royal Canadian Sea Cadets who attended the Empire and Common-

wealth of Nations Sea Cadet Camp, held in the Bay of Islands, New Zealand, during January and February.

Eight service whalers, manned by personnel from the Royal New Zealand Navy, and sea cadets from New Zealand, Australia, the United Kingdom and Canada, competed over a nine-mile triangular course for the cup which is donated by the Royal New Zealand Yacht Squadron.

The Canadian sea cadets outsailed the second place United Kingdom crew by almost three minutes to win in three hours, 26 minutes and 29 seconds. The



cup now rests in the office of the National Secretary of the Navy League of Canada at Toronto.

The crew which brought the cup to Canada consisted of Petty Officer Bryan Low, the coxswain, of Kamloops, B.C.; Petty Officer C. Campbell, Westmount, Cape Breton Island, N.S.; Petty Officer David Hoar, Saint John, N.B., and Petty Officer Calvin Pollard, New Glasgow, N.S.

The Canadian contingent to New Zealand was under the command of Lt. G. Glover, RCSC, commanding officer of RCSCC *Huron*, Midland, Ont.

Medical 'A' Best Bowlers

Medical "A" team won the "A" Section of the Pacific Command Bowling League for the 1959-60 season with a total of 68 points. Medical "B" was second followed by Stewards, Ward-

room, Medical, Administrators, Band "A" and Cooks.

Regulating "B" won the "B" section with 51 points.

PO LeBlanc won the high average honours with 232. Miss Holm won the high average for ladies with 180. High three games for the season was won by AB Kennedy with 931 and S/Sgt. Stakes won the high game with 335.

Volleyball Title To Shearwater

HMCS *Shearwater* ended Fairview Aces' four-year reign as Maritime volleyball champions at Moncton on April 10 with a 15-6, 8-15 and 15-10 triumph in the final of the one-day 14-team tournament.

Fairview, near Halifax, had held the title and the Walter Callow Memorial Trophy since 1956 when they defeated University of St. Joseph's Monctonians, the defending champs at that time.

The *Shearwater* team, composed of Keith Sawyer, Ray Langlois, Les Grimson, John Cribb, Gerald Mottl, Phil Rassaline, Pete Davidson, Manley Lawton and Ivan Axford, dropped only four of their 17 games and one match at the hands of the USJ Monctonians.

Shearwater Wins Hockey Title

Shearwater Flyers scored three unanswered goals in a 10-minute overtime period April 2 at the Dartmouth rink to defeat *Cornwallis* Cougars, 6-3, and win the Atlantic Command hockey championship.

Third-period goals by Saumier and Phillips gave the Cougars a temporary 3-2 lead but MacDougall scored for Flyers to tie the game and send the sudden-death title tilt into an overtime period.

Potvin shot the other *Cornwallis* goal. Fisher was the key trigger-man for Flyers, scoring three goals, two of them in the overtime session. Other *Shearwater* scorers were Lee and Mingo, with the latter's goal being the one that broke the tie in the extra session.

Venture Cadets Rugby Champs

The officer cadet rugby team from *Venture* won the 2nd Division Victoria Rugby Union Championship for the

1959-60 season. Royal Roads placed second followed by Navy, Victoria University and Naval Technical Apprentices.

In the season's final games the Navy XV downed Royal Roads 11-8 to win a tie in the league standing for second place with Royal Roads but this was short-lived. In the final game *Venture* downed the RCN squad 12-3, which placed Navy in third place in the final standing.

Bandsmen First In Winter Sports

For the second consecutive year the Band won the *Naden* winter "Cock of the Barracks" competition. In the individual sports leagues, the musicians placed first in basketball, tied for first in swimming with Medical, tied for first in volleyball with the Wardroom, tied for second in soccer, also with Wardroom, in bowling placed fourth and in .22 shooting sixth.

Wardroom placed second in the overall standing followed by Prep. School, Medical, Supply, NTS, Band "B" and Seamen.

Other individual league winners were: Wardroom in shooting, Medical in bowling and Prep. School in soccer.

Team Undeclared In Volleyball

RCN teams won first and second places in the tri-service volleyball tournament held at Work Point Barracks on March 25. The RCN "B" team went through the round-robin tourney undefeated. This "B" team was mainly the VU 33 team of PO Robert McCutcheon; Lt. George Nickson, Lt. Robert Forest, AB Wayne Neal, Ldg. Sea. Ron Carter, PO Lloyd McInnis and PO Douglas Davis.

Ldg. Sea. Lloyd Henderson and Ldg. Sea. Bunker Hill from *Naden* strengthened the Pat Bay team.

The RCN "A" team (CANFLAG-SUPTPAC team), current Command Champions, suffered its only defeat from the Navy "B" team. The Air Force from Comox placed third and the two Army entries finished in the cellar.

Halifax Squadron Bids for Members

The facilities which the RCN Sailing Association, Halifax Squadron, can offer to naval personnel in the area have improved considerably in the last two years.

A club house, which is shared with the Halifax Garrison Sailing Club, has

been constructed on the Seaward Defence property by Point Pleasant Park, where normal club social facilities are available to members throughout the year. Sailing activities are centred there, with the yachts *Tuna* and *Grilse*, service whalers and dinghies, and the yachts race against boats from Halifax area clubs.

Personnel who wish to sail but cannot take part regularly because of duty, going to sea, or personnel considerations, may offer to crew at short notice, and those who are able to sail regularly may enter any of the series races as either skipper or crew. Ships' boats and crews may enter any of the races listed as "open", and the boats may be moored at the club's moorings.

It is the aim of the squadron to encourage sailing throughout the Service. Commanding officers, for example, have been directed to draw the attention of their ship's companies to the sailing and social facilities which the squadron has to offer. The dues for a full membership are \$10 a year.

Digby Ladies Win Cornwallis 'Spiel

Forty lady curlers were on hand April 24 when the *Cornwallis* girls played host to the Invitational Ladies' Bonspiel. Three teams from Digby, three teams from Bridgetown, and four from *Cornwallis* made up the ten rinks, with the honours going to Digby.

For the two six-end games, the point system was used to determine the winner. The Digby rink skipped by Miss Gerrior came out on top with 49 points. A close second, with 47 points was the rink of Wren N. Chomicki of *Cornwallis*.

In actual number of games won, *Cornwallis* placed first, Digby second and Bridgetown third.

Squash Title to Ldg. Sea. Simmons

Ldg. Sea. Al Simmons won the "B" class division honours in the Pacific Northwest squash championships in March. Simmons beat out Hillary Wotherspoon of the Vancouver Squash Rackets Club in the finals to win the championship.

This tournament is an annual event and attracts players from all over the Pacific Northwest.

Stadacona Wrens Top Sports Meet

Wrens from *Stadacona*, *Shelburne* and *Cornwallis* competed in an invita-

tion sports meet at *Cornwallis* in mid-March, with *Stadacona* wrens taking the honours by a substantial margin.

Events included bowling, basketball, volleyball and swimming. *Cornwallis* "A" team had little difficulty in walking off with the top bowling honours, but *Stadacona* showed the way in the other events. Final point standing was *Stadacona*, 28; *Cornwallis*, 18, and *Shelburne*, 10.

After the swimming meet, the Wrens' Invitational Sports Trophy was presented to the *Stadacona* team by Lt.-Cdr. Grace Lyons.

The visiting wrens were later entertained at a buffet supper in Conestoga block. *Shelburne* wrens presented a comedy, "Old Salt", a new entry-to-officer commentary on the life of a wren, written by Wren PO Lily Arnold, of *Shelburne*.

Beacon Hill Team Beats Visitors

The *Beacon Hill* softball team, behind the able pitching of Ldg. Sea. Mike Rye, defeated the visiting USS *Edmonds* 17-0 in a challenge softball game played at *Naden* recently.

In basketball, however, an aggregate of players from two U.S. Ships beat out an RCN team 53-44.

Hochelaga Best At Broomball

The annual Officers' Broomball Challenge Trophy game between *Hochelaga* and *Donnacona* took place at *Hochelaga* on February 27 and was won by the best team.

Despite the bitter weather, both teams were strongly supported by members of the fair sex. *Donnacona* put up a good fight and at half time the game was a scoreless tie. However, *Donnacona* was overwhelmed by the superior force from *Hochelaga*, ably assisted by members of the 20th Supply Officers' Technical Course and the 1st Pre-Fleet Course.

The final score was *Hochelaga* 3, *Donnacona* 0.

Water Polo League Formed in Victoria

A water polo league is in operation in Victoria for the first time in a dozen or so years.

The league was formed by Royal Roads and embraces teams from Royal Roads, Naval Technical Apprentices, Victoria University and Victoria Amateur Swimming Club.

LOWER DECK PROMOTIONS

Following is a further list of promotions of lower deck personnel. The list is arranged in alphabetical order, with each new rating, branch and trade group shown opposite the name.

AVON, Joseph M.LSSG1

BEATON, Duncan K.LSSG1
BEDARD, CecilienLSET2
BLAIR, James L.LSRS2
BROWN, Geoffrey W.LSEM1
BROWN, John W.LSRS2
BROWN, Norman G.P2AT3
BROWN, Robert G.LSRM1
BRUCE, Ian V.LSRS2
BRUHM, Rolf H.P2ET3

CARLSON, Ronald E.LSRS2
CARTILE, Charles E.LSLT2
CAUGHEY, Norman E.LSRS2
CHASE, George W.LSSG1
CHESSMAN, Van F.LSRS2
CHURCHES, Radcliffe E.P2AT3
CLARKE, Camm R.LSSG1
COBURN, James A.LSEM1
CRAIGIE, Bruce G.P2SG2

DANIELS, Frederick G.LSRS2
DAVIS, John E.P2RM2
DAVIS, Ralph J.LSBN2
DEAN, Raymond A.P2RS3
DICKSON, Edward N.P2ER3
DODD, Douglas A.LSRS2
DOWNES, James B.LSEM1
DUTRISAC, Raymond J.LSFC2

EDGAR, William E.LSRS2
EWEN, Thomas G.P1RS3

FEHR, JacobC2RM3
FERGUSON, William R.P2RS3
FLYNN, James M.LSSG1
FOUNTAIN, Charlie D.WLCY2
FOYN, Tore P.LSSG1

GERRARD, John M.LSSG1
GOODWIN, Alan R.P1RM3
GRAHAM, Ivan E.P1RS3
GRANT, George M.LSRM1
GREENLAW, Kenneth S.P2ER3

HANSEN, Keld K.LSSG1
HAMM, Bruce E.P2RS3
HARVIE, Raymond M.P2RM2
HAYES, Neil W.LSRS2
HECIMOVICH, Joseph S.P1LT4
HENDERSON, Leroy N.LSSG1
HILL, Arthur R.P1RM3
HOLLAND, Anthony W.P2ET3
HOWELL, Robert C.C1RM4
HUXLEY, John F.LSSG1

JOHNSON, Harvey D.P2SN3

KEMP, David W.LSRS2
KLASSEN, Jack L.LSRM1
KURTS, David A.G2RP4

LATULIPPE, Robert J.P2RM2
LAUDER, David J.P2RM2

LAW, Ernest W.P1SG3
LAZARUK, AlexanderP1RM3
LEAVIS, Charles H.LSSG1
LECLAIR, Edward A.LSSG1
LEDGLEY, Donald W.LSET2
LEMAY, Marcel J.LSRS2
LIPINSKI, Leonard M.LSLT2
LUTHER, Leander T.P2RM2

MITCHELL, Patrick R.LSRM1
MONTGOMERY, Barry R.P2RM2
MUISE, Alexander C.P1SG3

McCAVOUR, Stephen L.LSRM1
McCLEAVE, William S.C2FC4
McGIBBON, David B.P2ET3

NUNN, Raymond G.LSRS2

O'RILEY, John K.P1RM3
ORRICK, Robert C.P2SG2

PALMER, James A.P2FC3
PATTIMORE, David M.P2ER3
PERRIN, William R.P2RM2
PERRY, William J.LSRS2
PRICE, Harold E.C2ET4

PROKIPCZUK, GeorgeP2SG2
PUDDIFANT, James A.P1SG3

REED, William A.C2RS4
ROBITAILLE, John R.P2RS3

SAILOR, Frank J.P2BN2
SAWATSKY, Duane E.P2ER3
SCOFIELD, Geoffrey W.LSET2
SIMPSON, Frederick L.P2ER3
SMITH, Donald B.P2SG2
SMITH, Gordon J.C2RM3
SMITH, RonaldP2ER3
SPELLER, John I.LSSG1
SQUIRES, William R.P2RP3
SUTTON, William H.P2ER3

TAYLOR, Robert W.P2SG2
THOMSON, George W.LSSG1

VAUTHRIN, Ronald F.P2ER3

WILLIAMS, Noel F.G2SG3
WILTON, Robert E.P2ET3
WOOD, James W.C2RS4

YUILL, Kenneth S.P2ER3

The New RCN Trades

Following is an alphabetical list of the trades promulgated to date under the new RCN personnel structure for men. The list includes the new air trades. The new medical, meteorology, P&RT and clearance diver trades will be introduced at a later date.

For the benefit of non-naval readers, it should be explained that in the accompanying promotions list the first two letters (or letter and number) indicate the man's rank, the next two his trade and the terminal number his trade group. Two ranks, OS (Ordinary Seaman) and AB (Able Seaman), do not appear in the promotions list. The others are: LS (Leading Seaman), P2 (Petty Officer, Second Class), P1, (Petty Officer First Class), C2 (Chief Petty Officer Second Class) and C1 (Chief Petty Officer First Class).

The entry C2ER4, for example, stands for "Chief Petty Officer Second Class, Engineering Technician, Trade Group Four".

RCN TRADES

AF Air Fitter
AM Naval Airman
AP Apprentice
AR Air Rigger

AW Administrative Writer
BA Bandsman Apprentice
BD Bandsman
BN Boatswain
CK Cook
CM Commissaryman
EA Air Electrical Technician
EM Engineering Mechanic
ER Engineering Technician
ET Electrical Technician
FC Firecontrolman
HT Hull Technician
LM Electrician's Mate
LT Electronic Technician
NA Naval Aircrewman
NS Naval Storesman
PH Photographer
PW Pay Writer
RA Air Electronic Technician
RM Radioman
RP Radar Plotter
RS Radioman Special
SG Signalman
SN Sonarman
ST Ship's Storesman
SW Steward
VS Victualling Storesman
WA Weaponman Air
WR Ship's Writer
WS Weaponman Surface
WU Weaponman Underwater

RETIREMENTS

PO ROBERT GEORGE BREAKELL, P1LA4, of Madoc, Ont., joined RCNVR October 31, 1939, transferred RCN January 17, 1945; served in Stadacona, Venture, Avalon, Cartier, Chippawa, Niobe, Captor II, Warrior, Bytown, Magnificent, Naden, Cornwallis, Hochelaga, Donnacona; awarded the CD September 6, 1952; retired April 15, 1960.

CPO CECIL ERNEST BUCKLEY, C2SN4, of Saskatoon, Sask., joined April 24, 1939; served in Naden, Stadacona, Assiniboine, Columbia, St. Croix, Venture (Reo II) Shelburne, Peregrine, Cornwallis, Orangeville, Huntsville, Givenchy, Scotian, Ontario, New Liskeard, Athabaskan, Crusader, New Glasgow, Jonquiere, Saguenay; awarded the Long Service and Good Conduct Medal; retired April 23, 1960.

CPO JOHN FREDERICK GOUCHER, C2BN4, of Brandon, Manitoba, joined April 17, 1939; served in Naden, Stadacona, Assiniboine, HMS Dominion (Columbia) Mayflower, Hunter, Prescott, Kenogami, Avalon, Chaleur, Victoriaville, Scotian, Wallaceburg, Givenchy, Cornwallis, Cedarwood, Ontario, Crescent, Algonquin, Sioux, Royal Roads; awarded the Long Service and Good Conduct Medal; retired April 16, 1960.

CPO WALTER MOIR GRAHAME, C2BN4, of North Vancouver, B.C., joined April 28, 1939; served in Naden, Stadacona, Ottawa, Hochelaga, Lunenburg, Niobe, Iroquois, Chaleur, Beauharnois, HMS Ferret, Peregrine, Ottawa II, Rockcliffe, Charlottetown II, Discovery, Cedarwood, Crusader, Unicorn, Antigonish, Beacon Hill, New Glasgow, Cornwallis, Sussexvale; awarded the Long Service and Good Conduct Medal; retired April 27, 1960.

CPO DERYCK KEITH GRANLIN, C2LT4, of Garden Hill, Ontario; joined October 3, 1938; served in Naden, St. Laurent, Stadacona, Venture, Caribou, harbour craft, Wetaskiwin,

Cornwallis, Prince Robert, Protector II, HMS Stayner, HMS Glasgow, Niobe, HMS Ferret, Loch Achanault, HMS Osprey, Matane, Givenchy, Naden (for Sumas) Beacon Hill, Aldergrove, Newport Corners, Chatham; awarded the Long Service and Good Conduct Medal; retired April 21, 1960.

PO WILLIAM JOSEPH HOOD, P1WU4, of Vancouver, B.C.; joined April 17, 1939; served in Naden, Stadacona, Assiniboine, Comox, Niagara, Fredericton, Cornwallis, Scotian, Cap de la Madelaine, Peregrine, Alberton, Givenchy, Antigonish, Crescent, Cayuga, Sioux, Rockcliffe, Ontario, Margaree; awarded CD November 9, 1951; retired April 16, 1960.

CPO THOMAS WHITE HUME, C2CV3, of Calgary, Alta., joined April 17, 1939; served in Naden, Stadacona, Windflower, HMS Dominion, Saguenay, St. Hyacinthe, Venture, Avalon, Peregrine, St. Catharines, Scotian, Albro Lake, Haida, Shearwater, Magnificent, Nootka, Niobe, Micmac, Cornwallis, York, Patriot; awarded the CD March 20, 1952; retired April 16, 1960.

CPO CHARLES EDWARD LIGHT, C1SG4, of Winnipeg, Manitoba; joined RCNVR December 7, 1936, active service September 4, 1939, transferred RCN May 6, 1940; Winnipeg naval division, Naden, Stadacona, Venture, (Bras D'Or), SS Laconia, Skeena, Venture, St. Hyacinthe, Agassiz, St. Clair, Ettrick, Huron, Poundmaker, Peregrine, Chippawa, Scotian, Iroquois, Haida, Albro Lake, Magnificent, Cornwallis, Quebec, Algonquin; awarded the CD May 9, 1952; retired April 16, 1960.

CPO KENNETH DRUMMOND MCLEOD, C2SG4, of Regina, Sask.; joined April 24, 1939; served in Naden, Prince Robert, Edmunston, Bellechasse, Givenchy, St. Hyacinthe, Stadacona, Provider, Warrior, Ste. Stephen, Rockcliffe, Aldergrove, Sioux, Cornwallis, Athabaskan, Fraser; awarded the CD January 21, 1952; retired April 23, 1960.

Hammock Given Lowly Tasks

The hammock, which once served as the sailor's sea-going bed, has been reduced by progress to a role as a receptacle for laundry and mail.

The hammock's new use is the result of a suggestion by Osborne Beamish, a senior inspector on the inspection team of the Supply Officer in Chief at Naval Headquarters, Ottawa, which has won him a cash award from the Suggestion Award Board of the Public Service of Canada.

Mr. Beamish suggested surplus hammocks be folded and sewed up the sides to make bags suitable for soiled linen or cleaning. Details of the suggestion were forwarded to the Suggestion Award Board for assessment and trial, and the idea has been adopted.

The bags have also proved useful in handling mail and publications.

The fitting of bunks in new destroyer escorts and in modernized ships has resulted in the hammock becoming almost a thing of the past. Hammocks are used now only by men serving in Tribal class destroyer escorts.

Mr. Beamish was born in Ottawa in 1900. He will complete his 20th year with the civil service and as an employee with the supply department of the RCN on September 21.

CPO LESLIE ARTHUR NOON, C1WR4, of Victoria, B.C.; joined April 17, 1939; served in Naden, Stadacona, Assiniboine, York, Protector, Discovery, Shelburne, Peregrine, Givenchy, Rockcliffe, Uganda, Ontario, Athabaskan, Crusader, Cayuga, Donnacona, Hochelaga; awarded the CD April 23, 1951; retired April 16, 1960.

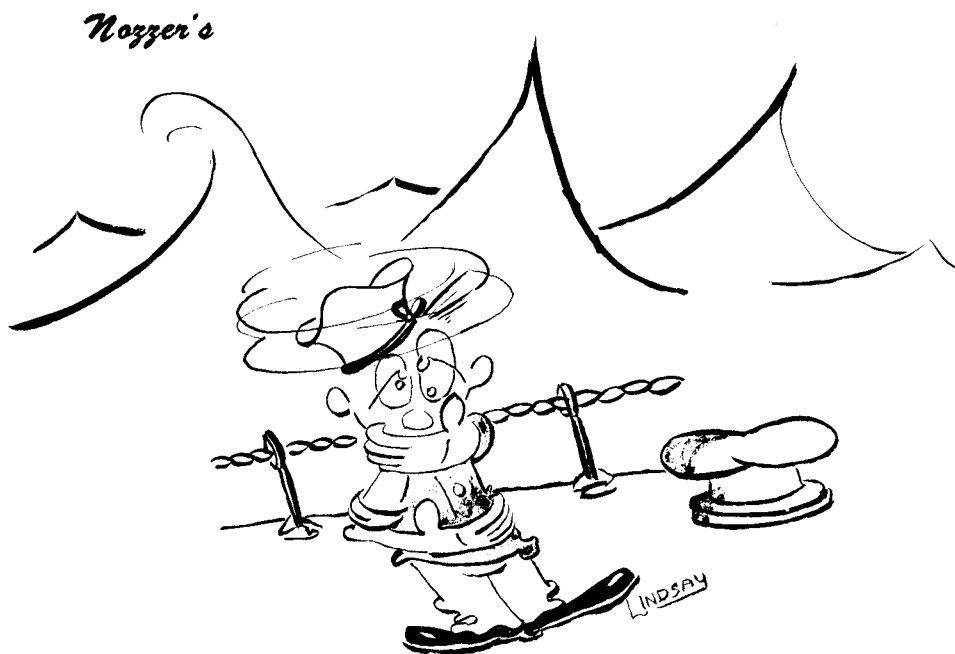
PO CASIMIR JAMES OWSIANSKI, P1ER4, of Beausejour, Manitoba; joined April 17, 1939; served in Naden, Ottawa, Stadacona, Saguenay, Venture, Fredericton, Pictou, Cornwallis, Peregrine, Niobe, Crusader, Givenchy, Rockcliffe, Ontario, Nootka, Crescent; awarded the Long Service and Good Conduct Medal; retired April 16, 1960.

CPO HERBERT HENRY PAPP, C1EM3, of Winnipeg, Manitoba; joined April 25, 1938; served in Naden, Restigouche, Stadacona, Sambro (Dunvegan) Blairmore, Niobe, Minas, Warrior, Givenchy, Antigonish, Nootka, Crescent, Shearwater, Magnificent, Carleton, Bytown; awarded the CD October 31, 1950; retired April 24, 1960.

CPO GERALD GIBSON SPARK, C1ST4, of Victoria, B.C.; joined April 24, 1939; served in Naden, Malaspina, Wasaga, Givenchy, Quatsino, Chatham, Burrard, HMS Puncher, Charlottetown, Rockcliffe, Antigonish, Sioux, Athabaskan, Ontario, Crusader, Beacon Hill, Royal Roads; awarded the Long Service and Good Conduct Medal; retired April 23, 1960.

CRUISE CERTIFICATE

A woodcarver by profession, Cdr. H. W. S. Soulsby, RCN (Ret.), was in Germany studying wood-carving methods there. That accounts for the Germanic inscription at the lower left of the cruise certificate on the opposite page.



... First meal

TRAINING CRUISE TO SOUTH AMERICA

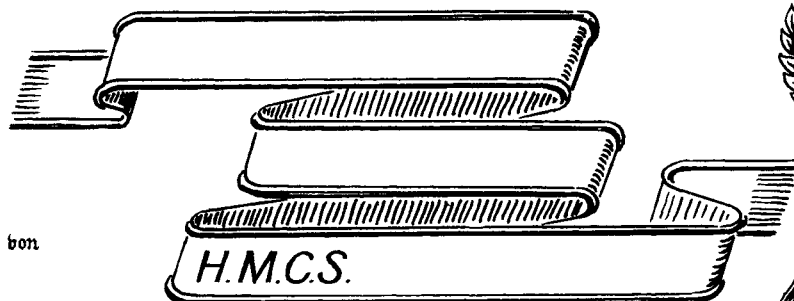
1960

FOURTH CANADIAN ESCORT SQUADRON

Captain H.A. PORTER, R.C.N.

THIS MEMENTO is awarded to

who was serving in H.M.C.S. ...
during this cruise, and certifies that he
CROSSED THE LINE in this ship on
9th February, 1960, in Longitude 87° West;
WHEREFORE, he having been duly initiated
under the authority of His Maritime Majesty
King Neptune, is henceforth entitled to all the
responsibilities and privileges of a **SMELBACK**



Entworfen und Gezeichnet von

H.W. Jousley

Oberammergau, Obb., Deutschland. Feb. 1960.

ESQUIMALT
Departed, 11 Jan. Returned 22 April

SAN FRANCISCO 14-19 April

LONG BEACH 6-11 April

SAN DIEGO 15-20 Jan'y.

BALBOA
1-6 Feb. 25-26 Mrch.

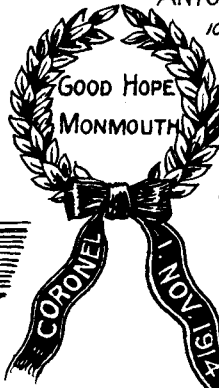
GALAPAGOS Is. EQUATOR
10-18 Feb.



TALARA
19-22 Mrch.

CALLAO
22-27 Feb.

ANTOFAGASTA
10-14 Mrch.



GOOD HOPE
MONMOUTH
3-8 Mrch.

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