

The CROWSNEST



Vol. 16, No. 2

February, 1964



The CROWSNEST

Vol. 16 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY 1964

CONTENTS

| | Page |
|--|-------------------|
| <i>RCN News Review</i> | 2 |
| <i>Long Way Round</i> | 5 |
| <i>Officers and Men</i> | 7 |
| <i>Weddings and Births</i> | 7 |
| <i>World's Fair Cookery</i> | 10 |
| <i>The Use of Ships</i> | 11 |
| <i>Papal Audience</i> | 12 |
| <i>Science and the Navy</i> | 13 |
| <i>A Tribute</i> | 15 |
| <i>Afloat and Ashore</i> | 17 |
| <i>Here and There in the RCN</i> | 19 |
| <i>Home from the Sea</i> | 22 |
| <i>Books for the Sailor</i> | 23 |
| <i>The Navy Plays</i> | 25 |
| <i>Letters to the Editor</i> | 27 |
| <i>Retirements</i> | 28 |
| <i>Naval Lore Corner No. 124</i> | Inside Back Cover |

The Cover—Ships of the Fifth Canadian Escort Squadron, the *Columbia* and *Gatineau*, are shown dressed overall in observance of "Kieler Woche" festivities and secured at the Tirpitzmole, Kiel, Germany, during last year's Baltic cruise. Two German sailing vessels are in the foreground. (CCC5-503)

LADY OF THE MONTH

There is not much visible of the "Lady of the Month", the destroyer escort *Saskatchewan*, in the picture on the opposite page, but it does give a graphic idea of the rough seas with which the *Saskatchewan* and four other Canadian warships had to contend during NATO exercises off Scotland late last year.

The ships encountered two of the most intense cyclonic depressions ever recorded in the North Atlantic with furious winds and waves up to 40 feet high.

The *Saskatchewan* is now attached to the Pacific Command. The sailors are glad. (HS-73100-206)

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the National Defence standardized prices, follow:

| | |
|--|--------|
| 4 x 5 (or smaller) glossy finish only .. | \$.10 |
| 6½ x 8½ glossy finish only | .40 |
| 8 x 10 glossy or matte finish | .50 |
| 11 x 14 matte finish only | 1.00 |
| 16 x 20 " " " | 3.00 |
| 20 x 24 " " " | 4.00 |
| 30 x 40 " " " | 8.00 |

SUBSCRIPTION RATE

The *Crowsnest* may be subscribed for at the rate of \$2 a year; outside of North America, \$3. Orders, accompanied by cheque or money order payable to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
OTTAWA, Ontario

Communications, other than those relating to subscriptions, should be addressed to:

EDITOR,
The Crowsnest,
Naval Headquarters,
OTTAWA, Ontario.



RCN NEWS REVIEW

Ships of the Fifth Escort Squadron, the *Restigouche*, *Terra Nova*, *Kootenay*, *Chaudiere* and *Columbia* fan out from the *Bonaventure* as they approach the straits of Gibraltar. The ships were en route to Mediterranean ports after a brief visit to Bermuda. (BN-5175)

Stettler Takes Gunnery Trophy

HMCS *Stettler* of the Pacific Command, has taken the L. W. Murray Trophy for gunnery excellence away from East Coast ships. The *Stettler*, skippered by Lt.-Cdr. R. F. Gladman, turned in the fleet's best gunnery record for 1963 to win the trophy.

Last year the *Restigouche*, based at Halifax, won the trophy.

Second place gunnery honours also went to a West Coast ship, the *Jonquiere*. The *Gatineau*, *Cap de la Madeleine* and *Columbia*, all from the Atlantic Command, and *Kootenay*, Pacific Command, followed in that order.

The L. W. Murray Trophy was presented to the Navy in 1934 by Rear-Admiral Leonard W. Murray, CB, CBE, RCN (Ret), when he was Captain (Destroyers) Eastern Division of the RCN. Each year Naval Headquarters totes up gunnery scores from all ships of the fleet to determine the winner.

Ships in Far Distant Places

The "Go Places Go Navy" recruiting slogan rang true early this year, with destroyer escorts in the Far East, frigates in South America, an aircraft carrier and DDEs in the Mediterranean

and the *St. Laurent* in the first stages of heading for Halifax via the Far East and Suez from Esquimalt.

The West Coast destroyer escorts *Fraser*, *Mackenzie* and *St. Laurent* were at Singapore February 9-18, with a large scale Commonwealth naval exercise looming in the Bay of Bengal later in the month.

The frigates *Beacon Hill*, *Antigonish* and *Ste. Therese* were at Callao, the

port of Lima, Peru, Feb. 4-11, in the course of a training cruise for Short Service Officer Plan cadets from Esquimalt.

The training yacht *Oriole* visited southern California ports.

In the Mediterranean, the *Bonaventure* and *Terra Nova* were at Toulon, France, and the *Restigouche*, *Columbia*, *Chaudiere* and *Kootenay* were at Leghorn, Italy, from the 7th to 17th before joining NATO Exercise Magic Lantern in the Atlantic approaches to Gibraltar.

At Halifax the frigates *Fort Erie*, *Lanark*, *New Waterford* and *La Hullose* plus HMS *Alcide* were preparing for exercises Feb. 17-March 1 that would take them to Bermuda.

Visual Acuity Rule Changed

A revised standard of visual acuity for officers has been adopted by the Royal Canadian Navy.

The new standard means many high school students who wear glasses will now be eligible for enrolment in the RCN as officer cadets under the tri-service Regular Officer Training Plan, or the navy's Short Service Officer Plan.

A major influence on the revision has been the increasing efficiency of and reliance on electronic "eyes", chiefly

Hand Salute When Hatless

The Royal Canadian Navy has decided to follow the Royal Navy rule of recent years to salute with the hand, if bareheaded in civilian clothes. An amendment dated November 1, 1963, to QRCN 63.71 paragraph (6) includes a second sentence. The paragraph now reads:

"When in civilian clothes, the person saluting shall raise his hat or cap. If no hat or cap is worn, the naval salute as described in paragraph (1) of this article shall be made."

Paragraph (1) tells how to make a proper salute with the right hand.

The Royal Navy, aware that a great many people no longer wear headgear in civilian clothes (a notable example is His Royal Highness, the Prince Philip), has required the hand salute for several years, instead of the former "eyes right" or "eyes left".

radar, for detection and observation. These instruments have not replaced the human eye but have enormously extended a ship's visual capability, especially at night and in low visibility. This has enabled an easing of emphasis on eyesight standards for General List officers, whose careers involve varied appointments in ships and shore establishments.

In navigation at sea, loran and similar systems have largely reduced reliance on sun and star sights. For pilotage and station keeping, almost constant visual checks or "fixes" are still required, but the enclosed bridge and the use of radar and short range navigational systems and other aids have appreciably raised the standards of safety in poor visibility caused by snow, sleet, fog and rain. So refined have those standards become that "blind pilotage" is now a part of the stock in trade of the navigator and the officer-of-the-watch. It is expected that new developments will raise the safety standards even higher in the future.

The eyesight standard required for entry into the navy's two main officer training plans has been amended to not less than 20/60, 20/60; or 20/40, 20/100 unaided distant vision correctable to 20/20, 20/30 with glasses regardless of age group. Colour vision must be normal.

Commodore Brock Dies, Aged 72

Commodore E. Reginald Brock, CBE, RCNR (Ret), the first reserve officer to attain his rank, died at 72 in Vancouver's Shaughnessy Hospital on Feb. 13.

Commodore Brock, a prominent Winnipeg businessman, joined the RCNVR in 1923, the year of its formation, at HMCS *Naden* and later trained in the destroyers *Champlain* and *Saguenay*.

In the lean years before the Second World War Commodore Brock did much to keep the reserve divisions in being.

He went on active duty on Sept. 1, 1939, and a week later was appointed Naval Officer-in-Charge, Montreal. He moved to Naval Headquarters in Ottawa in 1940, then went to Toronto in 1942 as Commanding Officer Reserve Divisions. His title was changed to Commanding Officer Naval Divisions in



COMMODORE E. R. BROCK

November, 1945. He was demobilized April 2, 1946, and went on the retired list at Winnipeg.

His brother, Captain Eustace Brock, was commanding officer of HMCS *Niobe*, the RCN's shore establishment in Scotland during the Second World War. Rear-Admiral Jeffry Brock, Flag Officer Atlantic Coast, is a nephew of Commodore Brock.

He leaves his wife Kathleen; four sons, Rees and Michael, of Winnipeg, Arthur, of London, England, and Jeffry, of Vancouver; and a daughter, Mrs. Margaret Norwich, of North Vancouver.

The funeral was held from St. Catherine's Anglican Church, North Vancouver on February 15.

Minesweeping Group Praised

Among the comments on the impending retirement of the First Canadian Minesweeping Squadron, whose ships were paid off to reserve at Halifax, was one from Rear-Admiral E. B. Grantham, Jr., USN, Commander Mine Forces Atlantic, at Charleston, S.C. His message read as follows:

"The necessary discontinuance of our annual bi-national minesweeping exercises is a matter of great regret to the Mine Force of the U.S. Atlantic Fleet. The U.S. participants in these exercises

have benefited not only from the professional aspects but also from the valuable personal relationships which were developed so spontaneously. It is our hope that conditions will soon change to permit a resumption of these pleasant and profitable operations. All hands in Mine Force, U.S. Atlantic Fleet join me in wishing our friends who have so ably manned and led MINRON ONE a fair breeze and smooth sailing for the future."

Shearwater Host To Grounded Plane

Engine trouble forced a United States Navy Super-Constellation transport carrying 90 servicemen and their dependents to land at HMCS *Shearwater* a few days before Christmas.

The four-engined aircraft was on a flight from Iceland to the U.S. when it developed engine trouble over Newfoundland. The 90 passengers were housed and fed at *Shearwater* until another aircraft could be flown in from Maryland.

Three Tribals End Careers

The first of the three Tribal class destroyer escorts to be paid off in the cutback program was retired from service in a short ceremony at the Dockyard in Halifax February 6. HMCS *Nootka* had entered the fleet initially in August 1946 and served two tours of duty in the Korean war theatre. Coming back from the second one she became the first destroyer in the RCN to girdle the globe.

Her sister ship, the *Cayuga*, was destroyed to pay off late in February and the *Micmac* about the third week in March. They are being held at Halifax pending completion of disposal arrangements with Crown Assets Corporation, which will sell them for scrap.

HMCS *Athabaskan* of the First Escort Squadron in Halifax thus will be the only Tribal left in service.

Two of the six East Coast minesweepers, the *Chignecto* and *Fundy*, had paid off by the time it was the *Nootka's* turn. The remaining four proceeded into retirement successively up to early March. All six will remain at Halifax, in reserve at the Minesweeping Base Facility near the Royal Nova Scotia Yacht Squadron.

NAVY WEEK

MAY 3rd - 9th

Low Accident Rate Attained

HMC Dockyard, Halifax has achieved the lowest accident rate ever recorded in its history when, in four short years, it reduced its lost time injuries from 149 in 1959 with a resulting loss of 2,183 working-man-days, to 83 lost-time injuries in 1963 representing only 859 days lost.

In line with its safety program the HMC Dockyard Management Safety shield, awarded annually to the department showing the most improvement over its four-year injury frequency rate, was presented to the Queen's Harbour Master whose department overcame many difficulties and hazardous conditions to register an impressive safety improvement of more than 71 per cent.

The marked decline in the injury frequency rate has been attributed largely to the Dockyard's aggressive safety program and to its aims and objectives. Credit also is due to the leadership received from management and to the co-operation of the supervisors and the employees.

The safety program, in addition to applying rigid safeguards to machinery and providing protective clothing, gained strength from an intensive safety educational program, which included courses, films and posters stressing the importance of safety both on and off the job, and meetings held each month at shop, departmental and management levels.

The program is under the supervision of the Command Safety Engineer, R. T. Giovannetti, assisted by Safety Engineer W. B. Power and Safety Inspector L. D. Kehoe, and by training and safety supervisors on the staff of the Commodore Superintendent Atlantic Coast, all of whom engaged in the educational program and conducted numerous routine and shop safety inspections.

Lord Mayor Opens 'Voyager' Fund

The Lord Mayor of Sydney, Australia, has opened a relief fund for the dependents of officers and men lost in the sinking of HMAS *Voyager*.

Contributions sent to the Australian High Commission, 90 Sparks Street, Ottawa, will be acknowledged and forwarded to the Lord Mayor's Fund. Cheques or money orders should be made payable to the Australian High Commission (*Voyager* Fund).

Following the disaster in early February, in which the *Voyager* was cut in two by the aircraft carrier *Melbourne* with heavy loss of life, a message was despatched to Vice-Admiral H. Har-

ington, Chief of the Naval Staff, Royal Australian Navy, by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, Royal Canadian Navy. The message said:

"It was with shock and deep regret that I heard of the loss of HMAS *Voyager* and so many of her crew. I know how keenly you must feel over this tragedy.

"On behalf of the Royal Canadian Navy I would like to extend deepest sympathy to you and all personnel of the Royal Australian Navy and to the families of the officers and men who lost their lives."

Special Gear Aids Copters

Two important developments which affect flying operations from Canadian destroyer escorts are being fitted to St. Laurents under conversion and two ships of the new Annapolis class yet to commission, the *Nipigon* and *Annapolis*.

One feature is the roll-damping system of the activated fin type. The other is the "bear trap" haul-down system. The first apparatus reduces rolling of the ship, the second is a landing aid for the big Sea King helicopters that operate from new or converted DDEs.

The roll-damping system consists of a non-retractable fin on each side of the hull, hydraulically tilted and controlled by a gyro sensing unit. The fins extend about four and half feet out from the hull on a spindle and are about nine feet long. They are located underwater just forward of the boiler room and angle down 50 degrees from the horizontal. They can elevate 15 degrees and depress another 15 with the pivotal point on each fin being some three feet from the leading edge.

When the ship is underway in a calm sea, the fins lie in a neutral position, but begin their work as the sea state rises. The *Assiniboine* and *St. Laurent* are the first ships with them in service. Four other St. Laurents are to follow and the two new Annapolis DDEs.

Postage Dearer Than Used Stamps

Stamp collecting can be an uneconomical business, in the opinion of Ldg. Sea. Wesley Young of HMCS *St. Laurent*.

His 15-year-old son Robert is a stamp collector. Being a dutiful father, Ldg. Sea. Young usually sends back packets of stamps from various countries he visits as a naval photographer.

At Port Swettenham, Malaysia, he purchased a package of 200 used stamps for 66 cents.

It cost him 75 cents to air mail them back home.

The roll-damping system ensures that rolling during extreme conditions of wind and sea is kept to about 10 degrees. Thus, stresses on the aircraft and its handling gear due to rolling acceleration are minimized and at the same time maintenance conditions are improved.

The *Assiniboine* has been carrying out "bear trap" trials. This is a winch-down system which guides the big helicopter to a safe landing on the relatively small flight deck of the DDE, and secures it immediately upon touch-down. The system also centres the helicopter on the flight deck, tows it into the hangar, and out again.

The pilot hovers the Sea King over the flight deck and lowers a wire messenger. The flight deck party attaches it to a heavier wire which is then hoisted to the helicopter and secured. A winch and two drums beneath the flight deck haul the flying machine down and, if necessary, in and out of the hangar.

There are three methods of disengagement during the haul-down process. If there is too much tension on the wire, it parts at a certain place, or the pilot can manually disengage the wire. Lastly the drum will slip if strain is too great.

The all-weather, speedy Sea King extends appreciably the dual "hunt" and "kill" capabilities of the Canadian destroyer escort against the most modern submarine in service or those projected for some time to come.

Award Made On Board Ship

Vice-Admiral H. S. Rayner, Chief of Naval Staff, has presented a cheque to a *Bonaventure* sailor on behalf of the Suggestion Award Board of the Public Service of Canada.

The presentation was made on board the *Bonaventure* to Ldg. Sea. Harold G. Smith, of Peterborough, Ont. While serving on board the *Cayuga*, Ldg. Sea. Smith submitted a suggestion concerning the lifebuoy system. This suggestion involves the installation of a buzzer in the operations room to enable closer plotting of the position in the event of a man overboard.

This suggestion was evaluated by a panel of experts and was subsequently tried and has been adopted for use in the RCN.

Ldg. Sea Smith was awarded \$100 by the suggestion Award Board for his suggestion. The cheque was presented by Vice-Admiral Rayner when he visited the ship near Bermuda in company with the Hon. Paul Hellyer, Minister of National Defence.

LONG WAY ROUND

By the time HMCS St. Laurent reaches Halifax in mid-summer, she will have completed the circuit of the earth she began on March 6, 1959, when she steamed out of the eastern port on her way to Esquimalt. The following is the first chapter of the account of her present journey around the world.

ON THE MORNING of Jan. 7, 1964, HMCS St. Laurent, under the command of Cdr. D. D. Lee, slipped and proceeded to sea from HMC Dockyard, Esquimalt. A voyage, which would last six months and would almost encircle the globe, had commenced. An experience not likely to be soon repeated was becoming a reality.

The St. Laurent, the second ship to be converted to accommodate the RCN's new anti-submarine helicopter, the CHSS-2 Sea King, had been assigned to the Atlantic Command and was proceeding to Halifax around the world. The St. Laurent sailed in company with HMCS Fraser and later they were joined by HMCS Mackenzie. The three ships were to remain together until the completion of Jetex 1964 at which time the St. Laurent would detach and proceed to Halifax, arriving in mid-July.

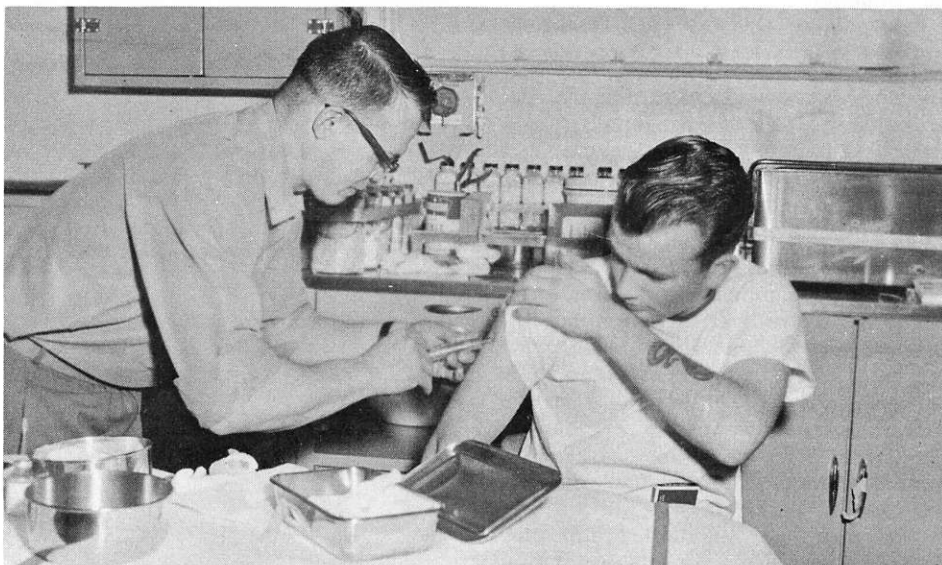
Although a cruise of this nature provides many exciting and alluring aspects, it also affords its more unpleasant moments. This was abruptly brought to view on our first Sunday at sea when PO Edward A. Achtymichuk, medical assistant, introduced the ship's company to the first of many inoculations. Thereafter each Sunday the officers and men filed sombrely through sick bay to receive yet another of the seemingly endless list of serums.

On Tuesday, Jan. 14, the ship arrived at Pearl Harbour for a brief visit before proceeding westward. Here the ship's company had an opportunity to take advantage of the beautiful beaches and the foaming surf and to do some last-minute shopping.

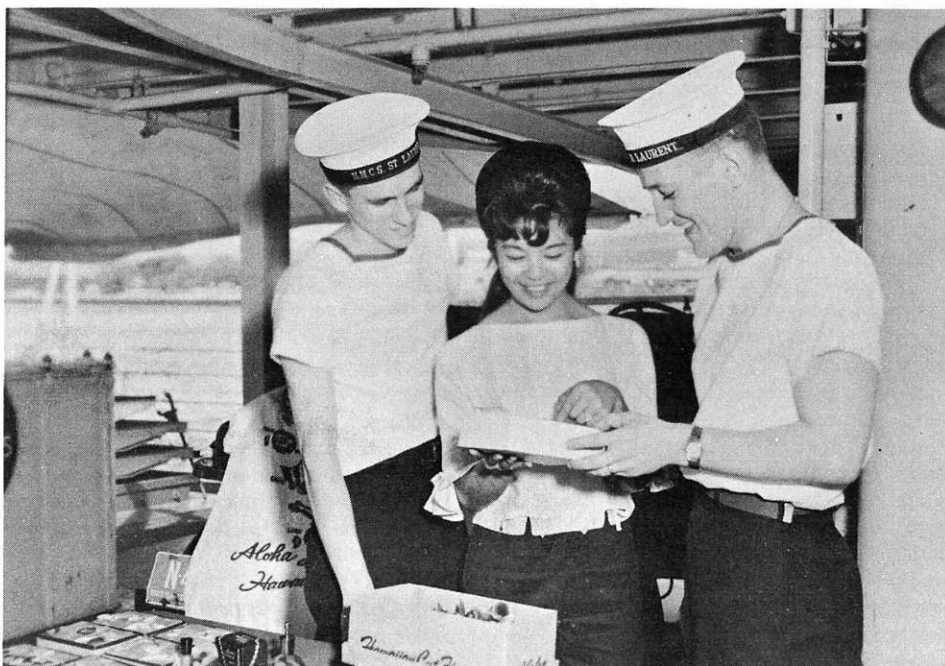
On Sunday morning, just before leaving Pearl Harbour, Captain G. H. Hayes, commander of the Second Escort Squadron, reviewed the ship's company at ceremonial divisions and then joined the St. Laurent for the next leg to Midway.

Midway was merely a scheduled six-hour refuelling stop. However, almost everyone had an opportunity to go ashore and see this tiny Pacific atoll which is truly a tropical gem. Here alone is to be found that member of the

albatross family affectionately known as the "gooney bird". Visitors to the island are particularly amused at the ludicrous walk and dance of this exceedingly ungainly bird. The gooney is capable of many zany antics but possibly the most comical antic of all is his oftentimes futile attempt to become airborne. It



"Chicken Every Sunday" is an appropriate title for this touching scene. For the first month at sea members of the ship's company of the St. Laurent each Sunday received another in the series of shots required for tropical travellers. FO Edward A. Achtymichuk is shown needling AB David L. Sutherland. (E-74896-23)



An enterprising Hawaiian souvenir vendor moved his portable shop on board the St. Laurent for the benefit of those who did not have shore leave. AB Colin R. Stewart and AB Ralph L. Shultz, two prairie sailors, try to choose between exotic flowers offered for sale by another tropical beauty, Miss Sugar Quijano, of Honolulu. (E-74896-17)

is not uncommon to see a "gooney" fluff his take-off and crash heavily into the soft sands, only to stagger to his feet and try his luck once again.

Fuelling complete the *St. Laurent* said a fond farewell to this beautiful Pacific atoll and proceeded westward—destination Guam.

On Wednesday, Jan. 22, the *St. Laurent* crossed the International Date Line. A birthday cake was presented by the captain to AB Henry Kehler to mark the occasion of missing his 26th birthday when January 23 was wiped from the calendar.

On Monday, Jan. 27, AB L. Beston suffered an attack of acute appendicitis and it was necessary for the *St. Laurent* to detach and proceed at best speed for Guam. The following afternoon a USN helicopter from Guam rendezvoused with us and airlifted AB Beston to the US Naval Hospital where an appendectomy was performed immediately. With a promised speedy recovery, AB Beston was to join again in Singapore.

The *St. Laurent* arrived in Guam on the evening of Jan. 28 and was joined by the *Fraser* and *Mackenzie* on the morning of Jan. 30. That afternoon the three ships participated in a squadron sports meet and when the results were tabulated the *St. Laurent* had captured the Cock o' the Walk.

The visit over, the task group proceeded to sea once again, its destination Manila. The passage from Guam to Manila was of particular significance because the ships sailed waters made famous during the Second World War. Names such as San Bernardino Straits, Luzon, Samar, Sibuyan Sea and Leyte Gulf all had a familiar historical ring and everyone took a keen interest in the ship's progress.

On the morning of February 3 the ships arrived off the tiny island of Corregidor, guarding the entrance to Manila Bay. Here the U.S. made its last stand against the Japanese in 1942 and it was from Corregidor that General Douglas MacArthur made the famous statement, "I shall return", before being evacuated by submarine.

Manila provided the ship's company with a multitude of activities. The Canadian Consul General arranged a complete program of spots, bus tours and social functions. For most this was their first visit to the Philippines and few failed to take advantage of the many opportunities to tour the city and surrounding countryside. Manila itself is a large city with a population of approximately 2,750,000.

On first impression, one feels that absolutely everyone is in the streets, driving helter skelter and with reckless



Cdr. D. D. Lee, captain of the *St. Laurent*, presents a non-birthday cake to AB Henry Kehler, who missed his natal day when the ship crossed the International Date Line and dropped January 23 from her calendar. Ldg. Sea. Richard H. Cailies, who baked the cake, looks on. (E-7489-24)



Ord. Sea. John A. Schimnowski and Ord. Sea. Brian W. Penman, during a brief visit to Midway Island, ponder the ways of nature that make the "gooney", or Laysan albatross, so clumsy on the ground and so graceful in flight. (E-74096-31)

abandon in many and varied types of vehicles. Possibly the most abundant and most amusing vehicle is the colourful and noisy "jeepney". This is a gaily coloured and bespangled jeep, which has been converted to carry six passengers and which can be seen at any moment and in any place in the city.

The countryside offers a quieter and more peaceful atmosphere. The carabao, a type of water buffalo, appears to be the principal beast of burden and it is not uncommon to see it pulling a wooden plough or drawing a cart laden high with bamboo, rice or coconuts.

Everywhere can be seen rice paddies, coconut groves, pineapple fields and quaint thatch and bamboo houses. No one really appears to be too enthusiastic about toiling in the hot sun.

The visit to Manila, although short, was certainly a delightful experience for most. Those who attempted to match wits with the local merchants almost invariably came out second best. However, it was a lesson well learned.

Thursday, Feb. 6, saw the ships steam from Manila Bay on their way across the South China Sea—destination Singapore.

OFFICERS AND MEN

Halifax Fleet Club Plans Outlined

A half-million-dollar undertaking of men of the Atlantic Command—the establishment of a Fleet Club in Halifax—was described to members of the Halifax Board of Trade by Rear-Admiral Jeffry V. Brock, Flag Officer Pacific Coast, in a Feb. 14 address.

One of his first duties on taking up his appointment, Admiral Brock said, had been to give his blessing to what he called one of the most ambitious undertakings of Canadian servicemen anywhere. This was the decision of Halifax-based sailors to raise about \$500,000 to build a Fleet Club. They had set themselves a goal of \$100,000 for the first year and were well on their way to their objective.

"The RCN has long been concerned about the lack of suitable shore amenities and recreational facilities for naval personnel in Halifax—keeping in mind that this is the principal base and home port for more than 12,000 sailors in my command," Admiral Brock said.

More than 3,000 of these men were single and under 21 years of age. Most of them were far from home and lived on board ship, where accommodation was necessarily cramped. Civilian clothes were the fashion for sailors on leave these days and the men needed a place ashore to change.

The new club, which will replace a temporary one now in existence, will provide lockers, overnight accommodation, an opportunity for rest and relaxation, and an economical place to meet and entertain messmates and friends. The club, the admiral said, would also serve as an important link between naval personnel and the community.

The project has been scheduled for completion in 1967, Canada's centennial year.

Admiral Brock's remarks were part of an address in which he discussed the relationship between the Navy and the economic life of Halifax.

PO Heads U.S. Missile Course

PO Barry D. Smith, RCN, recently gained the highest mark ever attained in the Tartar Computer Course at the U.S. Naval Guided Missiles School, Dam



PETTY OFFICER B. D. SMITH

Neck, Virginia. The eight students of his class graduated from the 14-week course late in January.

PO Smith was presented with a Letter of Merit commending him for his achievement.

He is currently employed in the Weapons Division, Fleet School, HMCS Stadacona, Halifax.

The son of Mrs. Jeanne Smith, of Stokes Bay, Ont., he attended high

Weddings

Able Seaman Robert Carter, HMCS *New Waterford*, to Julia Ellen Luoma, of Copper Cliff, Ont.

Sub-Lieutenant David Goyder, HMCS *Jonquiere*, to Miss Karen Ross, of Messachie Lake, B.C.

Able Seaman Donald Trevor Watts, HMCS *Assiniboine*, to Joan Frances James, of Warsaw, Ont.

Births

To Chief Petty Officer Gerard J. Quesnel, HMCS *Montcalm*, and Mrs. Quesnel, twins (girl and boy).

NOTE: Ships and establishments are invited to report weddings and births regularly to *The Crowsnest*. Life would still appear to be going on, but contributions to these two departments have fallen off noticeably.—Ed.

school in Lions Head, Ont., before joining the Navy in March 1952. He is married to the former Margaret Hessian, of Halifax, and they live in the Greenhill subdivision, Lower Sackville, N.S.

Bursary Fund Support Sought

Financial support is sought for the King's College Naval Bursary Fund.

The purpose of the fund is to provide a bursary covering university fees and books to children of naval personnel attending the University of King's College, Halifax.

The original objective of the fund was capital totalling \$10,000 to allow a bursary of \$550 per year. The present amount in the fund is only half the required amount \$5,500. Because of this, the annual bursary is at present \$300.

Contributions are requested from any source, particularly from canteens or messes of ships paying off. Cheques should be payable to King's College Naval Bursary, and sent to Staff Officer (Education) Commodore Personnel, Atlantic, from whom further details may be obtained.

New Rear-Admiral Served with RCN

Captain S. Grattan-Cooper, OBE, RN, has been promoted to Rear-Admiral effective January 7, 1964, and appointed Deputy Controller of Aircraft for the Royal Navy in the British Ministry of Aviation.

Rear-Admiral Grattan-Cooper was lent to the RCN in April, 1950, and held the appointment of Commander Air in HMCS *Magnificent* from May 1950 to October 1951. He also served on the staff of the Flag Officer Atlantic Coast and held a temporary appointment at *Shearwater* as Commander Air, before returning to the Royal Navy in August 1952.

Painting Idea Adopted by RCN

A suggestion by PO William C. Patterson, of *Shearwater*, has earned him a cash award from the Suggestion Award Board of the Public Service of Canada. His suggestion concerning a

method of painting naval aircraft has been adopted by the RCN.

PO Patterson was born in Toronto in 1929 and has served in the RCNR and RCN since 1946. As an aviation technician, he has served in the aircraft carrier *Bonaventure* and at *Shearwater*.

Lott Fund Prize For Petty Officer

PO Donald W. Purdy has received a cash award from the Herbert Lott Naval Trust Fund for his achievements while attending a technical advancement course in the Fleet School, at Esquimalt.

PO Purdy topped the 45-week naval engineering course with an overall average of more than 88 per cent.

Born in Abernethy, Sask., in April 1930, he entered the RCN at Vancouver in 1954, later qualifying as an engineering technician. He has served at sea in various RCN ships including the destroyer escort *Fraser* and the frigates *Beacon Hill* and *Ste. Therese*. At present he is in the destroyer escort *MacKenzie*.

Machinists Given Special Training

A highly trained group of Navy machinists, drawn from the engineering mechanic trade, is going back to sea following the first annual course at the Engineering Division of the Fleet School in HMCS *Stadacona*.

The Navy has turned out 10 engineering technicians from a five-month course to enrich their ability in machine shop work. They will form an elite corps and eventually each warship of the RCN will have two on board. The Navy plans to train about 20 each year.

Training Officer at the Engineering Division, Lt.-Cdr. Thomas Orr, said they



PO William R. Black shows his course instructor, CPO Harvey Day, the prize micrometer donated by Peacock Brothers Limited, Montreal, for being top man in a recent five-month machinist course in the Engineering Division of the Fleet School at Stadacona. (HS-74172)



Two qualified naval helicopter pilots have also become qualified helicopter instructors as a result of their recent completion of a course at the Army Aviation Tactical Training School, Canadian Joint Air Training Centre, Rivers Camp, Manitoba. Lt. J. A. F. Delisle and Lt. G. A. Potter are back at Shearwater training future pilots with the helicopter utility squadron, HU-21. In the picture are Major A. K. Casselman, officer commanding the school; Lt. Delisle; Group Captain C. M. Black, Commandant CGATC; Lt. Potter; Captain J. K. Pugh, chief flying instructor at the school, and Lt.-Cdr. E. A. Myers, naval assistant to the commandant. (NS-64-71-3)

are selected from the top 10 per cent of petty officers entering the higher technical trades from the engineering mechanic levels.

During the course the machinists each had to make a screw jack, valve spindle, globe valve, swivel vise, gear pump, drill press and claw coupling, all from basic castings poured in the division.

Peacock Brothers Ltd., Montreal, who manufacture auxiliary machinery for the RCN, donated as prize a micrometer set to the top man. The winner was PO William R. Black, who joined the Navy in 1952.

The other graduates of the first course are Petty Officers Paul Jules Bergeron, Kingsley William Clark, Earl Lloyd McIntyre, Cecil Barrington Grist, Brython Elwy Jones, Gordon Carman Harrett, Charles Coyle, and Donald Bruce Riddiford and John Lawrence Wagerman, Halifax.

Cdr. T. L. Hebbert Promoted

Cdr. Thomas L. Hebbert was recently promoted to his present rank. He is serving on the staff of the Flag Officer Atlantic Coast, Halifax.

Commander Hebbert, a graduate of the former naval college, HMCS Royal Roads, near Victoria, underwent his the former naval college, HMCS *Royal Roads*, near Victoria, underwent his

anti-submarine specialist. Before his present appointment, he commanded the frigate *Buckingham*, based at Halifax.

Radio Equipment Idea Wins Award

A suggestion by CPO Jack P. Mooney, of *Naden*, has earned him a cash award from the Suggestion Award Board of the Public Service of Canada. His suggestion concerning modification to radio equipment fitted in destroyer escorts has been adopted for use by the RCN.

CPO Mooney was born in Winnipeg, in 1923, and served in the former RCNVR from 1941 until 1945. He entered the RCN in 1946. Specializing in radio communications, he has served in RCN establishments on both coasts and at sea in the destroyer escorts *Sioux* and *Assiniboine*.

Promotion for Directorate Head

Cdr. Harold W. Smith was recently promoted to his present rank. He is Director of Systems Engineering at Naval Headquarters, Ottawa.

Cdr. Smith, a graduate in electrical engineering from the University of Toronto, entered the RCN in 1947. Since then he has served both at sea and ashore as an electrical specialist.

Following post graduate training at Massachusetts Institute of Technology, where he was awarded a Doctor of Science degree, he came to Naval Headquarters for duty with the Director General Fighting Equipment.

Personnel Study To Be Undertaken

A statement on the work of the committee recently appointed to study the results of the implementation of the 1957 personnel structure report has been made by the chairman of the committee, Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast.

Working with Admiral Landymore will be Commodore Donald McClure, Commodore R. L. Hennessy, Captain R. H. Leir and Captain J. A. M. Lynch.

The function of the committee, as expressed by Admiral Landymore, is "to find out how well the structures have withstood the first seven years, and to see what needs to be done to make them work well for the next seven, or 10, or 20 years." His full statement follows:

In 1957 a group of officers was appointed to study the personnel structure of the Navy. Rear-Admiral E. P. Tisdall was chairman of the study group. He was assisted by a number of others—Commodore A. H. G. Storrs (later to retire as Rear-Admiral), Commodore H. G. Burchell, Commodore James Plomer, and the late Rear-Admiral B. R. Spencer.

Their main task was to set aside all traditional thinking in order to find a systematic structure for entry, training, promotion, advancement and service to meet the changing needs of a Navy in a changing world. Their findings were put into effect so that the structure under which officers and men now find themselves came about as a result of their studies.

To a certain extent they were "trail blazing". It wasn't always possible for them to look into the past to derive their conclusions, and looking into a crystal ball is not necessarily a sound means of projecting the future. Nevertheless, their work gave them the opportunity to make the most searching scrutiny of personnel matters that had ever been undertaken.

From their recommendations came the communal system of entry, the three-year engagement, new reporting methods, the new system of promotion and advancement. From their recommendations came the change that brought operations and maintenance closer together. In fact, almost every aspect of the present structure of officers' and men's careers came from their work.

That was seven years ago. The radical changes put new stresses on personnel; stresses of adjustment, stresses of cross-training, stresses from old and new methods enduring alongside one another. Now, after seven years, most problems of implementing the changes have been overcome and, while it is

too soon to forecast the future for the structure with a real degree of accuracy, at least the time is ripe for an examination of the structure as it now stands.

I have been given the task of re-examination. Commodore McClure, Commodore Hennessy, Captain Leir and Captain Lynch have been named to work with me to find out how well the structures have withstood the first seven years, and to see what needs to be done to make them work well for the next seven, or 10, or 20 years.

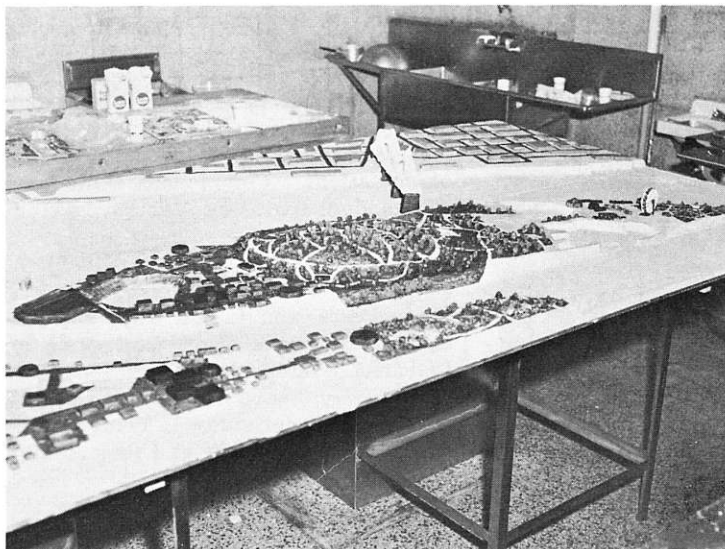
Generally, when it appears in print that a personnel study is being undertaken, the fleet groans and says simply: "More upheaval!"

I hope this won't be the case this time. My personal outlook toward this is that upheaval or radical adjustment is undesirable and should be unnecessary. It is more likely we will find that major matters need only slight adjustments to improve that which is basically good.

During the weeks to come, everyone will be given the opportunity of writing out his views as to how we can best prepare personnel matters for the future. Every opinion is valuable for the more there are, the greater the depth of knowledge available to the studies. I hope many officers and men will take the opportunity to jot down their views so they can be studied and so influence the shape of things to come.



Dartmouth and Shearwater Girl Guides and Brownies, who received awards following a course in artificial respiration, posed with their instructors for this picture in January. (DNS-32692)



A 6 X 16-foot scale model of the Montreal World's Fair, "EXPO 67", on St. Helene's Island, was a creation of cooks from Hochelaga that won an award of excellence in the Culinary Arts display in Montreal in January. Navy cooks used about 92 hours each and 560 pounds of ingredients. The four who undertook the job (top right) were Petty Officers Hugh Brewster and John Comeau, CPO Alfred W. Shano, and PO Kenneth Mitchell. Also taking a keen interest in the exhibit were Cdr. D. C. McKinnon, commanding officer of Hochelaga, and Commodore M. J. A. T. Jette, Senior Naval Officer St. Lawrence River Area, shown flanking Chief Shane. In the fourth picture, PO Comeau puts the finishing touches on an icing bridge. (ML-13570, 13585, 13578, 13578)

WORLD'S FAIR COOKERY

SIX NAVY COOKS baked their way right onto the feature pages of Montreal newspapers this winter.

They whipped up a 560-pound cake that measured six feet by 16 feet, and walked off with an award of excellence in the Armed Forces Division of the Food Service Executives Association annual culinary competition, repeating the Navy's success in the 1963 competition.

The monster cake was a scale model of St. Helene's Island, illustrating how it will look when the World's Fair opens at Montreal in 1967.

Responsible for the edible model of the coming World's Fair were CPO A. W. Shano and PO J. J. Comeau, of *Cornwallis*, and Petty Officers K. J. Mitchell and H. E. Brewster, of *Stadacona*.

To produce their masterpiece, the cooks spent about 92 hours each in the kitchen and went through 338 pounds of sugar, 45 dozen egg whites, immeasurable quantities of flour, and enough spices to season a whole bakery.

Their success in duplicating the World's Fair site may have given hope

to officials trying to sort out construction problems for the full-sized fair.

CPO Shano said he and his men used the model of the fair site displayed at Place Ville Marie for engineering details. The cooks had no trouble with materials for their World's Fair but the engineering was a real headache.

Chief Shano said after a small taste of a World Fair building, he pitied the men building the real thing.

"They are going to have a terrifically tough job," he said. "Lot's of luck to 'em."

THE USE OF SHIPS

"Exercise 'Big Lift' transports a division to Germany by air. What's the use of ships?"

HANSON W. BALDWIN, military editor of *The New York Times*, asked this question in a recent article on the future of the navy.

Mr. Baldwin didn't put it that way but an obvious answer to his question (and he has no doubts about the value of ships) is that surface transport, at the very least, is needed to carry the fuel to fly the aircraft back home again.

A much more detailed reply can be found in the *Naval Review-1964*, published by the United States Naval Institute. Captain Ira Dye, USN, chief of the office of program planning, U.S. Maritime Administration, here presents a thoughtful and detailed study of the comparative costs and merits of sea and air transport.

Captain Dye's article assumes that during the rest of the '60s and '70s the world will be faced increasingly with the problem of limited wars and that means must be found to prevent them from occurring or, if they do, from spreading.

He suggests that as important as having the combat-ready forces to apply is the ability to move these forces rapidly to wherever they are needed, and to maintain them there as long as they are required.

He leaves little doubt that this ability is unalterably dependent on the sea—not just on the control of it but on the ability to move men, equipment and supplies in bulk on it.

The United States Army and Air Force have carried out several exercises in recent years designed to show the ability of air power to move infantry forces quickly to potential trouble spots. The most recent of these exercises, the "Big Lift" mentioned by Mr. Baldwin, took place late in 1963, when one United States Army division was flown from the U.S. to West Germany.

All well and good, says Captain Dye, but it must be remembered that much of the equipment, trucks, tanks, armoured cars, food, ammunition and supplies that would be used by these soldiers is stored, in bulk, at the scene in West Germany. The same situation is not likely to exist if limited war were

to break out in the Middle East, the Far East, South America or Southeast Asia.

It is generally conceded that ships can carry larger loads than aircraft and do it more cheaply, but Captain Dye vividly points out one additional fact that is widely overlooked. *This is that ships can move bulk cargo faster than can aircraft.*

For his examples, Captain Dye uses four C-141 Starlifter transport aircraft, and two C4-S-la Mariner cargo ships. He defines each of these transport types as \$20 million worth of transportation resources—four \$5,000,000 aircraft and two \$10,000,000 ships.

The C-141 is a Lockheed jet aircraft not yet in service. Maximum cruise speed is given as 552 mph, maximum ferry range is 7,540 miles, and the cargo capacity is 34.5 short tons. A Mariner cargo ship can carry 4,180 short tons of cargo.

The planes in question will be able to deliver 34.5 tons of cargo from New York to France in 12 hours, including loading and unloading time. It would hardly be practical to use the two ships for this as they would require 10.5 days to deliver the same amount of cargo. The edge is obviously with the aircraft in these circumstances.

However—let the four transport aircraft try to deliver the full capacity cargo of the two ships and the results are strikingly reversed. Captain Dye calculates that it would take the aircraft 60 days to transport 1,770,000 cubic feet and the operation would cost \$5,010,000. The ships would do exactly the same job in 15 days at a cost of \$1,090,000.

In other words, in these circumstances, ships are four times as fast as jet transports and more than four times as economical.

In actual performance during Long Thrust II, 100 aircraft delivered 5,300 men in six days. The SS *United States* or the *Queens* converted into troop carriers each could convey 14,000 or 15,000 men in less than five days.

Another angle of the problem with which Captain Dye does not deal in this article is the possibility that the place to which troops and supplies are destined may be in unfriendly hands and there may be no place for aircraft to land. Thus, during the Second World War, aircraft may have been able to

soften up mainland Europe; they couldn't invade it. However, this is a separate matter.

Dealing again with the proponents of air-lift strategy, Captain Dye says the transportation requirements for contingencies or limited wars will be underestimated seriously if planning is based only on forces to be deployed initially. Rapid deployments and fast reaction would lose none of their importance, but staying power and the ability to handle mass movements of heavy forces would become of at least equal importance.

Captain Dye says it is clear that in the foreseeable future, as general ground forces become heavier and more mechanized, there will be a larger role in limited or conventional war for the sealift of cargo than in the past.

He therefore calls for the construction of better cargo carriers with which to do the job. He adds that it is well within the capacity of current ship construction technology to build a specialized, fast-response ship, which he calls "Sea-lifter".

She would have a speed of about 30 knots, meaning she could deploy from the west coast to Southeast Asia in 10 days, from Hawaii to Southeast Asia in eight days and from South Carolina to Africa south of the Sahara in from six to eight days.

Sealifter would be nuclear-powered and have unlimited range without refueling, or be conventionally powered with a 10,000-mile radius. She would carry 1,000 soldiers in air-conditioned space, plus 5,000 measurement tons of vehicles, plus 3,000 long tons of heavy re-supply items. Vehicles would roll on and roll off.

She would carry a limited number of landing craft and she could load in 30 hours and unload in about 24 hours, or less. In a well equipped port, such a ship, he says, could be unloaded in about eight hours.

The cost of the vessel would be between \$20 and \$25 million.

Captain Dye concludes by saying that sealift and airlift should be viewed as the two swift legs of military mobility. By using the two as a co-ordinated instrument, each in its proper complementary role, the optimum in rapid response and heavy punch can be achieved.



This is an official Vatican photograph of an audience granted by His Holiness, Pope Paul VI, to officers and men of the Fifth Canadian Escort Squadron in early February. A second audience was attended by 300 Canadian sailors.

PAPAL AUDIENCE FOR SAILORS

POPE PAUL VI on February 11 gave a private 20-minute audience to 70 RCN personnel in Rome. Nearly 300 sailors later attended a second audience.

The Canadians, led by Commodore R. P. Welland, Senior Canadian Officer Afloat Atlantic, at the first audience were ushered into a private reception room in the Vatican where His Holiness addressed them in English and French. The navy personnel were officers and men from four destroyer escorts of the Fifth Canadian Escort Squadron which were on a courtesy visit to Leghorn.

While the majority attending the audience were Roman Catholic, Chaplain Theodore Fenske, Protestant Chaplain of the squadron, attended. Navy personnel were taken into the Vatican past the traditional Swiss Guards to a throne room where they awaited the arrival of the Pope.

When His Holiness entered the throne room he blessed the Canadians, then addressed them.

The message of welcome, read by Pope Paul in English, said:

"Beloved sons,

"The successor of Peter the Fisherman welcomes you. We thank you for coming to visit us, and we assure you of our interest in your work and our heartfelt wishes for your success and happiness.

"The sea and the waters, which played such a large part in the life of Our Lord, are used by the Fathers of the Church as a symbol of this life. We sail over the ocean of life through storms and calms, keeping ever onwards until we reach the port of heaven, the harbour of eternal life.

"We pray for you as you fulfil your difficult duties, and we gladly bestow our Apostolic Blessing upon you, upon

your families and loved ones at home, particularly your children, the sick and afflicted."

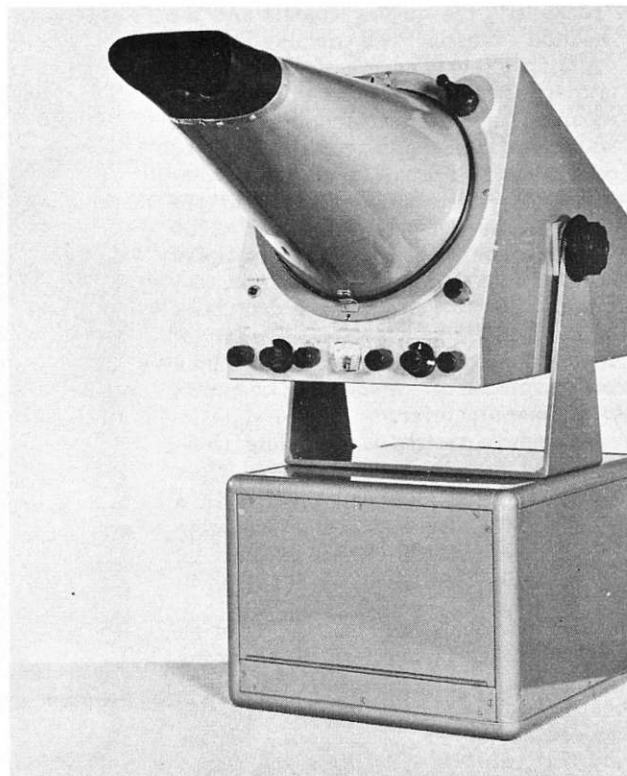
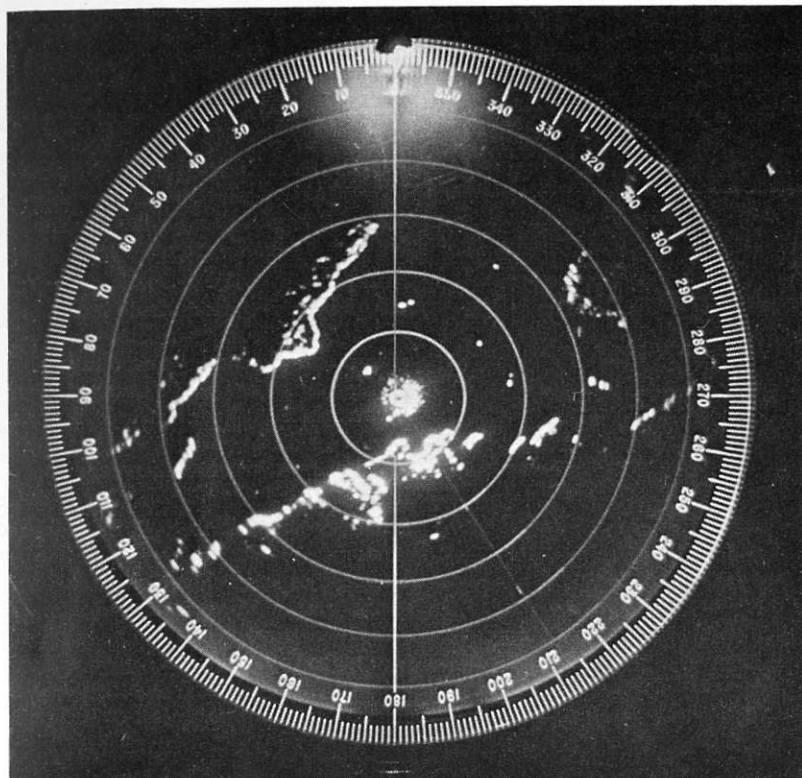
Following the message of welcome He received Commodore Welland, Captain D. L. MacKnight, Commander of the Fifth Escort Squadron, Cdr. E. A. Fox, commanding officer of HMCS *Columbia*, and Cdr. Patrick Ryan, commanding officer of HMCS *Kootenay*, and other officers. His Holiness also presented souvenirs, handing many out himself.

The two audiences were granted at the request of Chaplain C. B. Murphy, Chaplain (RC) of the Fifth Escort Squadron.

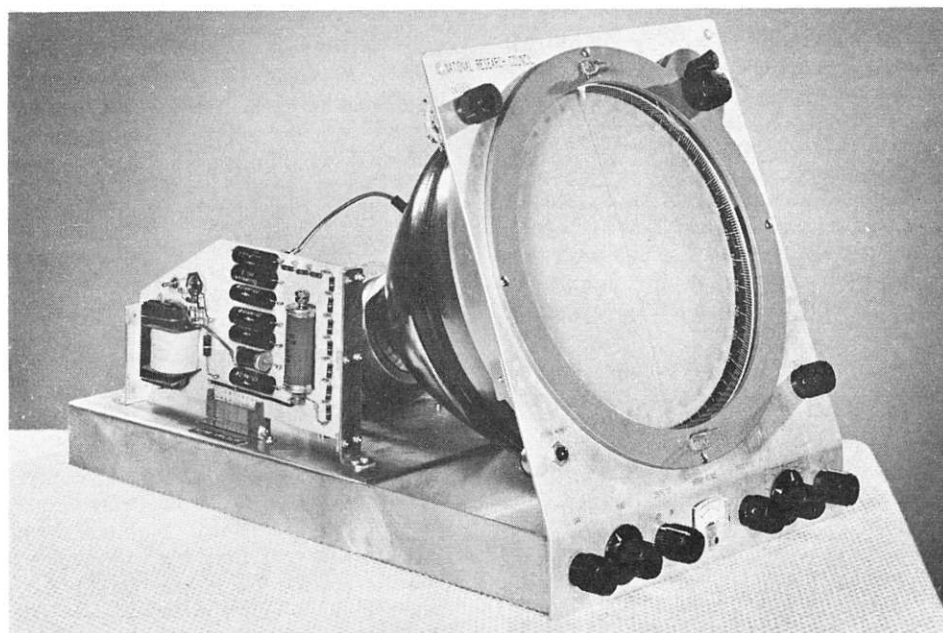
In seeking the audiences, Father Murphy visited Rome and enlisted the assistance of Monsignor Marzinkas, who once served in Ottawa as the Secretary of the Apostolic Delegate.

Following the audience sailors toured the Vatican including St. Peter's Cathedral.

SCIENCE AND THE NAVY



Naval radar operators should be impressed by the compactness and apparent simplicity of the transistorized marine radar developed by the National Research Council's Radio and Electrical Engineering Division. The combined weight of the display chassis and modular chassis, shown attached together, is less than 70 pounds. The picture at the right is from a film strip showing a display of the approach to the Kingston, Ont., harbour. The photo was taken during operational trials of the new marine radar. The bearing ring rotates and, accordingly, numerals are anti-clockwise. (Official photographs from Radio and Electrical Engineering Division, NRC).



The display unit of the new radar with the chassis removed to show one of the plug-in boards, adaptable to printed circuit techniques. (NRC Photo)

RADAR FOR SMALL CRAFT

A TRANSISTORIZED marine radar has been developed in the navigational aids section of the National Research Council's Radio and Electrical Engineering Division. A prototype has already been delivered to a Canadian firm for commercial production. A second model underwent successful evaluation trials this summer on board the *MV Radel II*.

The chief advantages of the new radar are: remarkably low cost, ease of installation, economy of operation, and a radical simplification of service problems.

It is expected that the new radar will be available for about half the price of any model now on the market. This means that, for the first time, purchase of radar equipment will come within

easy reach of the fishing industry and of owners of small vessels plying inland and coastal waters.

In the crowded wheelhouse of a small vessel, where space is always at a premium, the most attractive feature of the new radar is that its main parts have been reduced to two light-weight "packages", the display chassis and the modular chassis. The display chassis containing the 10-inch cathode ray tube and its circuitry may be either table-mounted or bulkhead-mounted like a wall clock. The modular chassis may be conveniently located in an out-of-the-way spot, as cabling from it to the display chassis can be extended to 20 feet without difficulty. The display package weighs only 31 pounds, the modular only 35, so that each can easily be handled by one person. (Design of the antenna, motor drive and radome for the production model has been left to the manufacturer.)

The entire system is so highly transistorized that it can be operated from a single 12-volt storage battery with a current drain of seven amperes (excluding only the antenna motor).

The display circuitry is confined to three plug-in boards, adaptable to printed circuit techniques, and built as complete sub-assemblies: this means that, if anything goes wrong, the faulty board need simply be replaced. Repairs can be made as convenient.—Photos and text courtesy NRC Research News.

JET PROPULSION FOR SHIPS STUDIED

A two-year program aimed at the development of a water-jet propulsion system that will drive ships at speeds of almost 90 knots has been started by the Lockheed-California Company of Burbank, according to the *Army, Navy and Air Force Journal and Register*, published in Washington, D.C.

The engine would swallow large quantities of water, pass it through powerful engine-driven pumps, and eject it through rear nozzles at tremendous speeds.

Lockheed-California's emphasis will be on a propulsion system capable of powering a 500-ton hydrofoil ship up to 80 knots (92 miles per hour). The firm will also study the possible use of water jet propulsion systems for conventional surface ships.

A spokesman for the company says there are two main advantages in the advanced water jet propulsion over the marine propeller system. The first is mechanical simplicity—there are no complex gears and shafts. The second is control of the underwater cavitation problem associated with propellers.



The Haida Sea, off the barren coast of Arabia near Aden. (CN-638)

SOLDIER AT SEA

A LIFE-LONG dream of going to sea is coming true for Major Ron Roberts, Canadian Army (Retired), of Vancouver.

In 1961, during his last army appointment, he ordered a yacht to be built in Hong Kong according to his specifications. At the time he was serving with the International Commission for Supervision and Control in Vietnam. His wife Barbara wound up the family's affairs in Vancouver and joined Ron in Saigon for the last six months of his Vietnam appointment. Together they made their plans for the homeward voyage which would have no fixed ETAs.

As Major Roberts served out the last days of an active army career his thoughts turned to all the nautical subjects which would be necessary to fulfil the dream to come. As he counted the days to retirement he kept in constant touch with the yacht builder in Hong Kong. Finally, in the spring of 1962, he said farewell to fellow officers in Saigon and started retirement leave to stand by the *Haida Sea*. Here their teen-age daughter Pat joined the venture as crew.

It is not a coincidence that "*Haida*" is part of the yacht's name. It was put there to honour the famous Canadian destroyer that retired from service last fall.

Many months of shakedown, a typhoon that nearly spelled disaster before the voyage began and a hundred and one problems that go with getting a new yacht ready for sea failed to shackle the major's determination and the dream cruise finally got underway.

Christmas greetings for 1963 came to his naval friends in Ottawa from Malta where the *Haida Sea* was spending the winter for "rest and refit". Thus far in his timeless cruise Major Roberts reports "several storms but mainly story-book sailings".

As they stretched their sea legs in Malta after the first 10,000 miles, they looked forward to a leisurely cruise through the western Mediterranean. Later in the year they plan to cross the Atlantic. Barbados is the *Haida Sea*'s target port of call for Christmas 1964. The ultimate destination is Vancouver but that doesn't come until right near the end of the dream.

LIFE AS IT SHOULD BE LIVED

Cdr. W. S. T. McCully was born in Kingston, Ont., on May 3, 1919, son of an Army officer, and was living in Vancouver when he joined the RCN as a cadet in 1936. He went to HMS Frobisher and continued early training in Royal Navy ships and establishments, returning to Canada in 1940 to join HMCS Restigouche, one of three Canadian destroyers at Halifax poised to take part in the evacuation of France. Later he specialized as a torpedo officer.

In April 1944 he joined the destroyer Qu'Appelle on convoy duties and was her executive officer to December of the same year when he succeeded in command. During the war he also had command of the Torpedo School at HMCS Cornwallis.

Following the war Cdr. McCully served at Naval Headquarters, commanded the West Coast frigate Antigonish

and became officer in charge of the Torpedo Anti-Submarine School in Halifax. He commanded the coastal minesweeper Gaspé and was additionally Commander First Canadian Minesweeping Squadron at Halifax, then was executive officer of HMCS Cornwallis before taking command of the new destroyer escort St. Croix in 1959.

He took up his appointment as Queen's Harbour Master on the staff of the Flag Officer Pacific Coast in 1961. He died while on leave in Arizona on February 10, 1964. His wife and four children were with him at the time. The funeral service was held at St. Paul's Garrison Church, Esquimalt, Feb. 14, followed by full naval honours at Royal Oak Crematorium, Saanich, B.C.

There follows a tribute to his memory from one who was long his friend.

FRIENDSHIPS formed in early youth and carried through the years are very special friendships. They differ from any other, because the experiences of youth are more vivid than those of later years. Consequently, the friends who share youthful experiences are in a sense special friends.

Such a friend was Bill McCully.

He arrived on board a liner in Halifax in December 1936, full of enthusiasm for his new career, still hardly believing that he was on his way across the Atlantic to become a naval officer. He kept that enthusiasm throughout the next 27 years and never lost his boyish zeal; whenever I met him in later years I was struck by that boyishness, the quick wit, the zealous volatile nature, untouched by the cynicism of age. In some ways he left the impression of a perennial 20-year-old.

Yet, Bill was not a perennial 20-year-old; it was just that he refused to let maturity dull his zeal for life. The age in which he lived thrust him early into the realities of life. As a midshipman on the China Station at the outbreak of war he was employed while awaiting passage home to Canada, in defensive mining of the approaches to Hong Kong. His job was to plot the mine lines from a motor torpedo boat. At the end of the first day while returning at high speed to harbour, the boat came under fire of the nervous Sikh-manned shore defences at Stonecutters.

Thus, Bill McCully encountered his baptism of fire a few days after the outbreak of war, while most of us were still shocked by the news of the out-

break. He pulled the injured stoker from the engine room of the sinking boat, recovered what possessions he could by diving into the half-submerged wardroom compartment, and transferred to a passing motor cutter. No medals were given for such heroics in the first weeks of war; we were all too busy getting organized.

Years of convoy escort followed, and he brought to war the same high good

humour, youthful exuberance and enthusiasm which had marked his course of training in the Royal Navy.

In 1944, on Channel operations, Bill was executive officer of the leader of the Twelfth Escort Group. In a fierce surface action in which the ship came under heavy fire, there were many casualties, including the captain. At 24 years of age, in the middle of a confused night action, the dark sky full of tracer, Bill McCully found himself elevated to command of a damaged destroyer and an escort group. Transferring control of the group to the divisional commander, he devoted himself to repairing damage, organizing medical care for the wounded, including his captain, and bring his injured vessel safely back to England from the Brittany Coast. The degree to which his success was attributable to extra effort of his men cannot be known, but that his men thought highly of him there was no doubt. His mention in despatches for this feat was well earned.

His high spirits and competitive nature earned him the nickname "Wild Bill" among some of his contemporaries. He was capable of stirring strong antagonisms because of his inability to conceal honest feelings, but he was utterly incapable of bearing a grudge. A fierce, angry flare-up was quickly followed by a twinkling wit, a broad grin, an infectious chuckle, and a relaxation of the tension. Somehow men understood him better than many officers. No one I have met ever inspired a greater loyalty among his men than



CDR. W. S. T. McCULLY

Bill. If he was ever in real need, I'm sure he would find half the lower deck of the fleet figuring ways and means to sort the problem out. Why or how this affinity developed I do not know, for he did not seek popularity and bore his rank in company of subordinates in a manner that did not invite familiarity, yet did not forbid ease. His qualities were recognized by an early promotion to commander at the age of 32.

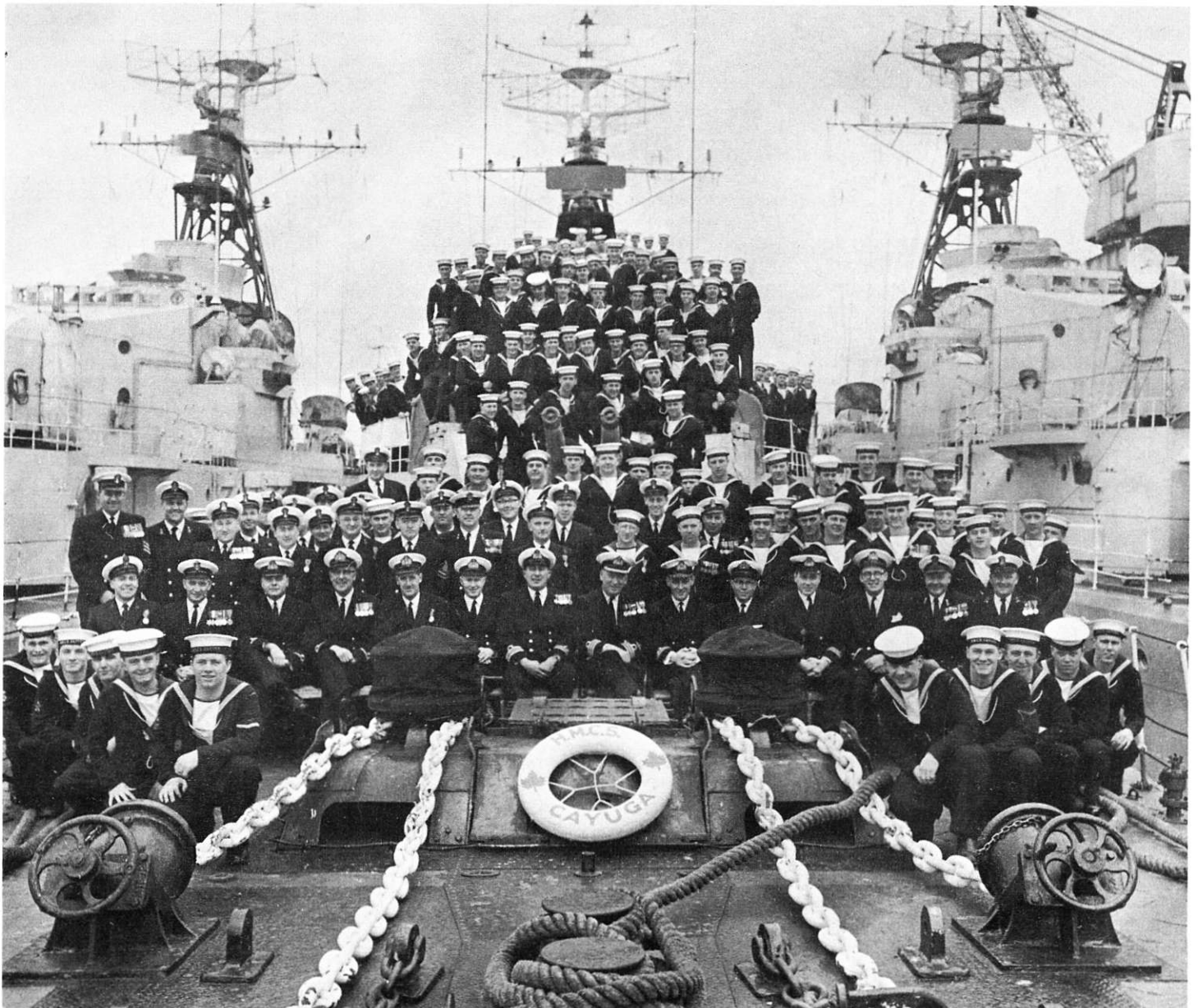
In recent years, until he fell ill, Bill McCully continued to live his life as before—a dedicated officer, he did not ease off in duty; a fierce sport competitor, he found an outlet for his spirited nature in basketball and a savage attacking squash game.

The recent death of Bill McCully was a sad event, but not as sad as it would have been if he had not crammed so

much life into the years that were allowed him.

He was no colourless, stereotyped, organization man. He treasured his individuality and lived life as he wanted to live it and as he felt a naval officer should live it.

The memories of the years I have known him provoke the thought: "They don't come like Bill any more!"—W.H.W.



FAMILY PORTRAIT—Officers and men of HMCS Cayuga assembled in the foc'sle in late January for their last group picture in the knowledge that their ship, a veteran of three tours of duty in the Korean war, would be paid off on February 27. Cdr. W. M. Beckett was her captain for the last two years of her services. (HS-74044)

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Oriole

The Royal Canadian Navy's training yacht, HMCS *Oriole*, can really fly under proper wind conditions and this was proved dramatically in early February on the first leg of a 38-day cruise to California waters.

Aided by northwest winds of more than 40 knots, the *Oriole* literally flew under the Golden Gate bridge, a full day ahead of schedule.

The *Oriole* attained a top speed of 11 knots during one hour of a 24-hour period that saw her cover 213.5 miles, for an average of 8.8 knots.

Leaving Esquimalt harbour on February 3, the *Oriole*, under power and sail, cleared the entrance of Juan de Fuca Strait by mid-afternoon.

Rounding Tatoosh islet, off Cape Flattery, the ship, with four officers and 17 men under the command of Lt.-Cdr. W. D. Walker, ran into heavy swells and a 40-mile per hour southwest wind.

She managed only three or four knots under such severe conditions and everybody suffered through a wet, uncomfortable night.

The third day out found the *Oriole* almost 100 miles off shore when the wind suddenly veered to the northwest and allowed the yacht literally to sprout wings.

The *Oriole* went on from San Francisco to Monterey and the remainder of her trip was to take her to Port San Luis, Santa Catalina, San Diego, Newport and Santa Barbara.

She was due back in Esquimalt on March 12.

ATLANTIC COMMAND

HMCS Fort Erie

Nine-year-old Generosa Carucci, of Naples, Italy, has a new set of foster parents for the second time in less than a year and for the third time in her life. Her new "fathers" are members of the ship's company of the frigate *Fort Erie* at Halifax, who won out over two other ships and an establishment in the Atlantic Command for the honour of "adopting" her. She had been sponsored by HMCS *Micmac*, Tribal class destroyer escort due to be paid-off on March 19.

Generosa first came under the Foster Parents Plan some years ago but her original sponsor was forced to relinquish his sponsorship in October 1963 and the *Micmac* then "adopted" her.

When it became known that the *Micmac* would be paid off, the ship's company didn't just turn Generosa's file over to the *Fort Erie* and then proceed to forget her. They went to work and took up a collection of money and allo-

cated it for clothing to be forwarded to "their little girl" as a combined Easter and farewell gift.

"It is amazing," said the *Micmac's* commanding officer, Cdr. J. M. Cutts, "how interested and absorbed 240 sailors can get in trying to help a child they have never seen and may never see. But they feel it is a worthy cause."

Generosa's father died of a heart attack soon after her birth and her mother was forced to work hard doing housecleaning and washing to support the two of them. The assistance of the *Micmac*, and now the *Fort Erie*, under the Foster Parents Plan, assures Generosa of essential foods and of an education.

Generosa has been described as a sweet child, one of those beautiful children that so often seem to light up the slums. She is now in fourth grade and her most ardent desire is to be able to keep up with her studies so that some day she may find a good position and be able to help her mother.

HMCS Crescent

Three ordinary seamen and a chief petty officer from the destroyer escort *Crescent* went shopping in Halifax stores just before Christmas and piled up shopping cart after cart with groceries and gifts. But they weren't shopping for their ship or for themselves.



What a business-like group of persons in navy-type uniforms is doing in the vicinity of an army howitzer requires explanation. The scene came about because Sgt. George Hannah, of the Royal Canadian School of Artillery, Camp Shilo, undertook to organize a 105mm-howitzer gun crew from among cadets of RCSCC Swiftsure, Brandon. During annual inspection of the corps at the Brandon airport last fall, the crew gave a smart demonstration of quick firing.

They were out to make Christmas a little merrier for a centre-town family of which the father was out of work, the mother was pregnant and there were nine little mouths to feed.

The idea was sparked by some ordinary seamen taking on-the-job-training in the ship. They put the idea up to the rest of the ship's company and from there it went to the ship's Welfare Committee. An initial \$50 was voted out of the ship's non-public funds for the project. Then the OJTs began collecting from the ship's company and after everyone chipped in they realized about \$95 more to make \$140.

Their "family", asked that there be no turkey. They felt that beef and other meats would be more practical. So the sailors decided not to buy a turkey but they wouldn't stand for the youngsters being deprived of a turkey dinner and invited the whole family down to the *Crescent* for Christmas Day where they had their Christmas dinner with all the trimmings.

CPO Leonard E. Hampton and Ordinary Seamen Spencer L. Hutchinson, Carlton J. Power and Peter A. Malton did the shopping on behalf of their shipmates and the whole expedition had approval of Lt.-Cdr. Rex Guy, the *Crescent's* executive officer.

HMCS *Restigouche*

Many people regard a calendar year as a complete cycle. The ship's company of the *Restigouche* are great believers in completing this cycle, for the year 1963 started with their winning the Halifax Junior Chamber of Commerce Annual Christmas lighting award for the second year in succession, and it finished with their winning it for the third time. The *Restigouche* was also presented with the Murray Trophy for Gunnery and the Fifth Canadian Escort Squadron Efficiency Trophy for 1962—a good start to the new year.

However, prize giving occupied only a short time in a busy year. Early in January 1963 the ship sailed with the rest of the Fifth Squadron for winter exercises off the New England coast. After three weeks of anti-submarine exercises with the United States Navy, and the odd skirmish with North Atlantic storms, she enjoyed five days in Newport, Rhode Island.

Since it was still very much winter in Halifax, she went to Bermuda to paint ship for what turned out to be a week of ideal conditions.

Back in Halifax, she was prepared for refit and turned over to the tender care of HMC Dockyard. The start of the refit marked the beginning of a hard-working

period for the whole ship. Personnel not working on the actual refit itself were given interim training in the various Fleet Schools in *Stadacona*.

The "bits and pieces" that flowed so steadily ashore in April did not really begin to flow back until July, but by the middle of August the ship started post-refit trials. At the end of September the trials were complete and the *Restigouche* was delivered into the hands of Captain Sea Training. Then there followed five weeks of workups. With everyone putting forward his best, the fiendish problems set by the work-up team were coped with as they came along, with what was the beginning of a return of *Restigouche* efficiency.

Having successfully completed work-ups, the ship rejoined the Fifth Escort Squadron once more and sailed for Philadelphia to take part in the opening ceremonies of the first Canadian Trade

Fair there. In a very short space of time Philadelphians came to know what sailors were in town and the gold maple leaf badge of the fair began to appear everywhere. The Fighting Fifth was thanked by the Canadian Trade Commissioner on behalf of all the Canadians in Philadelphia for helping to promote good Canadian-U.S. trade relations in such a pleasant manner.

After 10 days, the squadron returned to Halifax and to its various duties before the close of another year.

In retrospect, it has been a good year. The ship had known the dark days of despair in refit and the bustle of work-ups. There have come to her a lot of new faces that very soon became a part of the fighting unit that is the *Restigouche*. As the new year began, everyone in *Restigouche* was determined to make her the "pace-setter" of the Fleet in 1964.



PRINTS AVAILABLE

A war painting that tells a dramatic tragic story, Cdr. Harold Beament's "Passing" has been reproduced in full colour and in the same size as the original by the Queen's Printer in collaboration with the National Gallery of Canada.

A photograph of the painting has been shown in *The Crowsnest* on two previous occasions—in January 1951 as an illustration for the story of a beleaguered convoy, "Christmas Story: 1942" and in February 1959 to accompany an account of an incident almost

identical with that shown in the painting, the destroyer *Skeena's* vain search for survivors of a torpedoed merchant ship.

The reproduction of the painting is 28½ by 22½ inches and is priced at \$7.50. It can be ordered directly from the Queen's Printer, Ottawa, or purchased at the National Gallery sales counter in Ottawa or Queen's Printer's book stores in Montreal, Ottawa, Toronto or Quebec. Two more Queen's Printer's book stores will open soon, in Winnipeg and Vancouver.

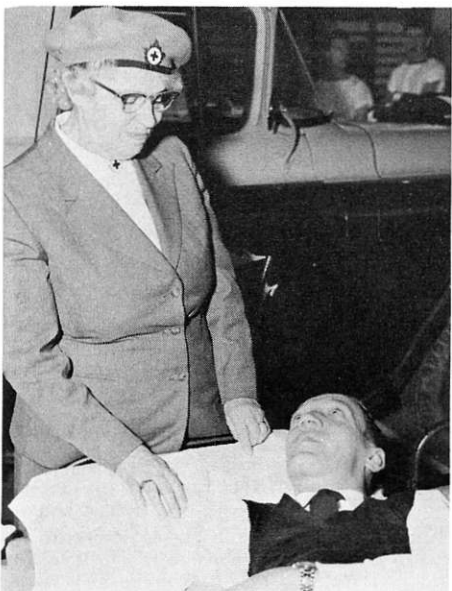
HERE AND THERE IN THE RCN



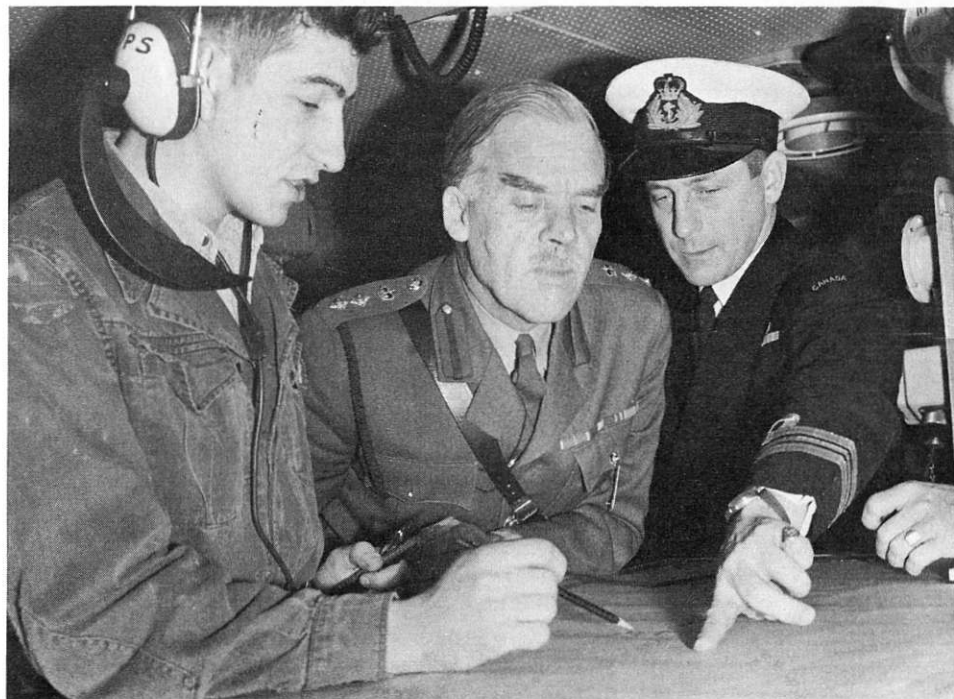
A leading role in the Pacific Command's annual Fire Prevention Week was played by Miss Bernice Adcock, employee of the Naval Supply Depot, who was named "Miss Firefighter—1963". (E-73744)



Superintendent of the Red Cross Mobile Blood Clinic in Victoria Mrs. V. A. Thostle, offers thanks to PO Gordon Broster, HMCS Fraser, as he makes his 30th donation during the annual Pacific Command Drive. Officers and men of the command donated 529 pints. (E-74979)



Pressing their hands against the non-existent glass in the "picture window" of their mess, seamen on board the Terra Nova find their view of the landscape limited by the walls of the dry-dock in Halifax when the ship was undergoing her biennial docking at Halifax Shipyards in November. Workers who had provided the view for their own convenience sealed it off a few days later. Front row spectators are Ordinary Seamen B. I. Cocpuyt, R. C. McQuiggin, Y. J. Vannini, B. C. Stewart, L. Woodrow and G. J. Petit. (HS-73069)



Students and staff of the National Defence College, Kingston, visited the Halifax-based destroyer escort Yukon in the course of a tour of North American defences. Left to right in the operations room of the Yukon are AB Joseph MacLean, Colonel E. F. Kyte, British Army, and Lt.-Cdr. Hugh Plant, executive officer of the ship. (HS-74307)



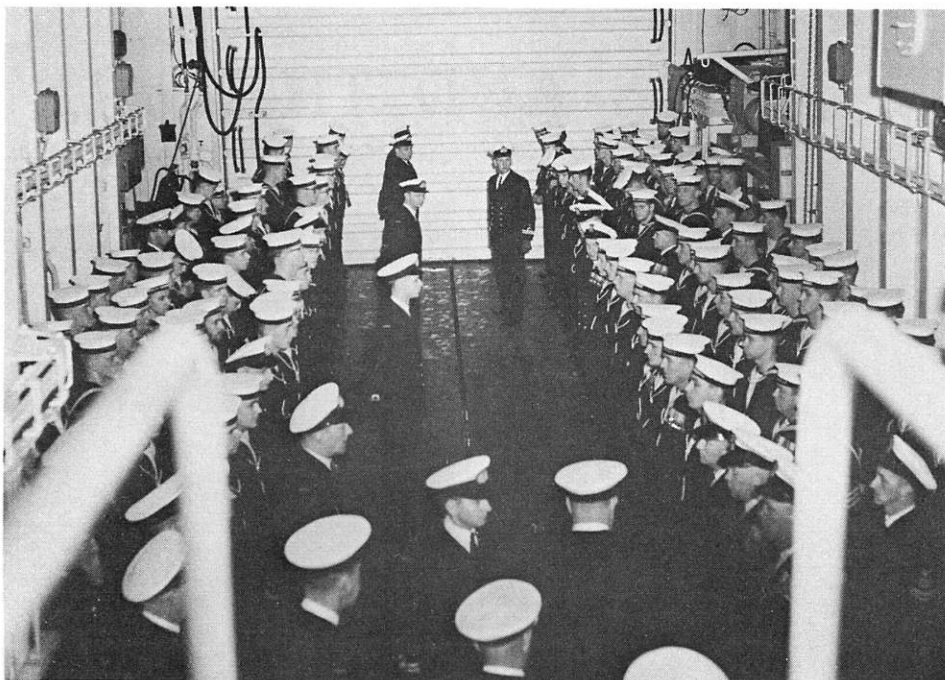
Defence Minister Paul Hellyer, 6'2" speaks to Ord. Sea. Hugh Ireland, 6'8", during his inspection of HMCS Cornwallis in January. (DB-18724)



Cdr. E. S. Smith, officer-in-charge of the Aircraft Maintenance Depot, presented Cd. Offr. V. R. Vanderwater, 17 Sheridan St., Dartmouth, with a certificate of competency in air engineering, following the successful completion of a three-month study in administrative and technical procedures at Shearwater. (DNS-32640)



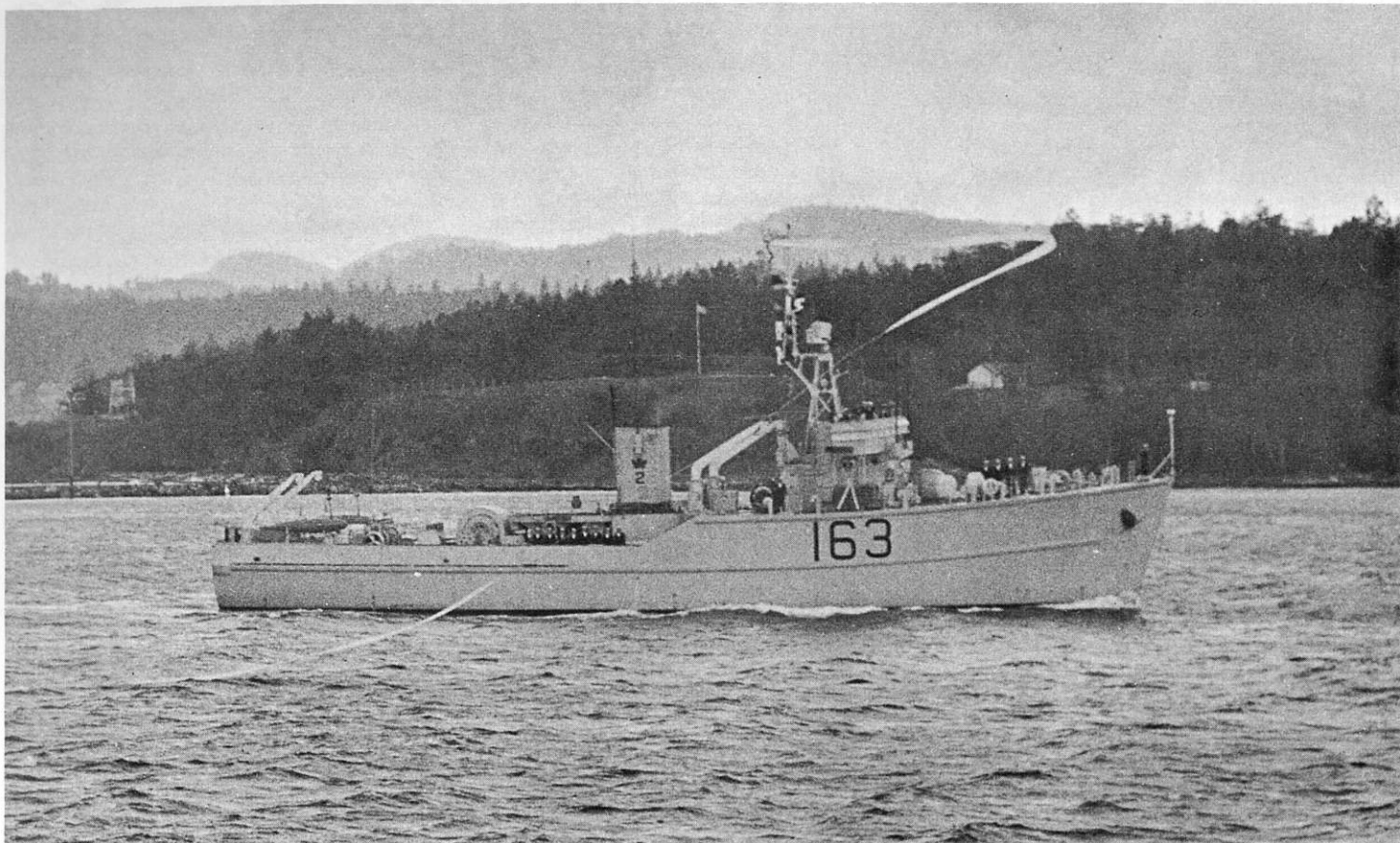
For about five years, Stadacona wrens have assisted financially and sent gifts and letters to a Korean lad, Kang In Soo, now aged 15, through the Foster Parents Plan. Captain Donald G. Padmore, commanding officer of Stadacona, recently had the pleasure of presenting them with an official letter of appreciation from the Republic of Korea's Ministry of Health and Social Affairs. Accepting the letter on behalf of her messmates is Wren Ruth Heisler. Wren Peggy Eccles in the centre. (HS-73919)



It's cold outside. So the helicopter hangar of the destroyer Assiniboine served as a drill shed during ceremonial divisions while the converted St. Laurent class DDE lay alongside the Shearwater jetty in January. (DNS-32743)



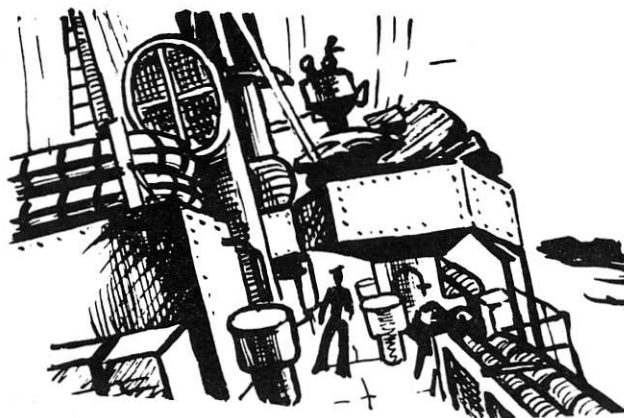
The fourth preparatory academic course for sub-specialist training assembled for a class picture at HMCS Venture. The course, from Jan. 6 to May '5, gives officers selected for weapons, operations and test-pilot courses a background in mathematics and science. Front row, left to right: Lieutenants J. J. Chouinard, A. D. Deslisle, Peter Smart (course officer) and R. D. Baird. Centre row: Lieutenants Michael Hodgson, N. J. Davy, G. J. Turner, G. J. Eldridge, G. D. Paltridge and R. C. Grant. Back row: Lieutenants D. A. Henderson, R. J. Deluca, R. J. Lancashire, J. M. Barlow, R. N. D. Mathieson and H. P. Hansen (E-75298)



The minesweeper *Miramichi*, her 481-foot paying-off pennant streaming astern, comes home from the sea on a squally January afternoon at Esquimalt Harbour. The *Miramichi*, along with nine other RCN minesweepers, has been placed in reserve. (E-75136)



HMCS *Qu'Appelle* was honoured last fall by a visit at Halifax from Mrs. John Diefenbaker, who was presented with a badge of the ship she sponsored at the launching in May 1962. The ship's bell hung at the Diefenbakers' former summer cottage at Lake Harrison, near Ottawa. It was the original bell of the first *Qu'Appelle*, scrapped in 1947, and was used at their cottage as a recall from fishing expeditions on the lake. On the left, Mrs. Diefenbaker is shown displaying her ship's badge to Cdr. A. G. Kilpatrick, the *Qu'Appelle*'s commanding officer. The bell she returned to the ship is also visible. In the other picture she is chatting with CPO Joseph Frank Wilson, from their mutual home town of Prince Albert. The *Qu'Appelle* is taking up station this spring in the Pacific Command. (HS-73511; HS-73512)



Home from the Sea



U-Boat Destroyer Captain King Dies

Decorated in two world wars for destroying U-boats, Captain Clarence A. King, DSO, DSC and Bar, RCNR (Ret), died at his home at Osoyoos Lake, B.C., on February 9 at the age of 77.

Born in England, Captain King served in the British merchant service for a time, then settled in Canada before the First World War. In 1916 he joined the Royal Naval Reserve. He served in "Q-ships" and commanded one of these U-boat killers for the last 15 months of hostilities. During this time he was credited with one sure kill

MTB REUNION

Dear Mr. Editor:

I have not seen a copy of the last issue of *The Crowsnest* in which I am advised there was a notice of the reunion being organized for the 54th and 65th MTB Flotillas.

Our plans are for a reunion of all ex-MTB personnel. What lists we have are confined to the 29th and 65th Canadian MTB Flotillas and these lists are without addresses.

Any further assistance you may give us by including a notice in the forthcoming issues of *The Crowsnest* advising that a reunion of the 29th and 65th Canadian MTB Flotillas and all ex-MTB personnel who served in RN Flotillas is being organized to be held in conjunction with the Canadian Naval Association's 10th Annual Reunion at Kitchener-Waterloo, May 15, 16, 17 and 18, will be greatly appreciated. Also, could you add that persons interested should contact J. R. H. Kirkpatrick, 134 Frederick St., Kitchener.

Thanking you for any assistance you may give this "one-man committee", I am,

Very sincerely,

J. R. H. KIRKPATRICK,
Captain, RCNR (Ret).

134 Frederick St.,
Kitchener, Ont.



CAPTAIN C. A. KING

and two probables. He was awarded the Distinguished Service Cross.

When he returned to Canada, Captain King settled in the British Columbia interior. He was operating a fruit farm near Oliver when the Second World War began. He immediately volunteered and was attached to the Royal Naval Control Service on the America West Indies Station, serving in Panama and Bermuda. Early in 1942 he transferred to the Royal Canadian Naval Reserve with the rank of lieutenant-commander. He commanded the Bangor minesweeper HMCS *Nipigon* briefly and then took command of the corvette *Oakville*, in which he scored a spectacular success against a U-boat in the Caribbean.

The German submarine, flushed by a U.S. aircraft, was attacked by the *Oakville* with gunfire and depth charges and then rammed three times. The corvette was brought alongside the damaged U-boat and a two-man boarding party forced the surrender of the Germans.

This exploit brought Captain King the Distinguished Service Order and

the United States Legion of Merit, the first U.S. decoration to be awarded to a Canadian during the Second World War.

In 1943, Captain King was given command of the frigate *Swansea*. On her first convoy trip in March 1944, she helped the River class destroyer *St. Laurent* kill a U-boat in the North Atlantic. A month later, the *Swansea* teamed with HMS *Pelican* to destroy U-448. It was only a month after Captain King had relinquished command that the *Swansea* helped to sink a third U-boat. He subsequently commanded the frigates *Prince Rupert* and *Runnymede*.

He was promoted to captain on Jan. 1, 1946, while serving as Staff Officer (Operations) to the Commanding Officer Pacific Coast at Esquimalt.

In peacetime, Captain King was active in Kokanee community affairs. He was prominent in church work and was chairman of the board of management of St. Martin's Hospital at Oliver.

He leaves his wife, two sons, two daughters, seven grandchildren and four great-grandchildren. A son, Ronald, was killed in Sicily while serving with the Seaforth Highlanders.

D-Day Landing To Be Recalled

Two anniversaries will be marked by special Canadian memorial services on European soil this year.

The first, on June 6 at the Canadian war cemetery, Beny-sur-Mer, will be on the 26th anniversary of the D-Day landings in Normandy. The cemetery's name is derived from Bernieres-sur-Mer, the town on the Normandy beach where Canadians landed.

Three days later, on June 9, a remembrance service will be held at the Vimy Memorial to mark the 50th anniversary of the beginning of the First World War.

The ceremonies will be included in the itinerary of a Royal Canadian Legion tour.

THE YOUNG AND OLD AMONG NAVIES

THAT INVALUABLE compilation of information on the navies of the world, *Jane's Fighting Ships*, can be viewed statistically—and the result is impressive, or it can be scanned historically—and some facts of great import emerge.

From the statistical viewpoint, *Jane's* lives up to expectations, with the presentation of 490 new illustrations (425 photographs plus 65 drawings), many of them showing new species of ships or older ships converted to new potentialities.

We learn from the editor's foreword also that the total number of illustrations now exceeds 2,000, made up of 1,540 ship photographs and 470 scale drawings, and that there are particulars of some 10,000 warships in the navies of 96 countries.

The editor points out that the first postwar issue of *Jane's*, that of 1946-47, listed 52 navies. The 44 new ones that appear in the current volume, he observes, in some cases represent considerable fleets, particularly those of Germany, Italy, Japan and Indonesia.

"It is somewhat ironical," Editor R. V. B. Blackman writes, "that while the navy of the mighty United States, the senior partner of the victorious allies, is in danger of becoming top-heavy with the weight of its out-dated war-built hulls (although of course the U.S.A. has built in recent years the biggest and most sophisticated warships in every major category), the navies of the so-called defeated nations are rising on a pinnacle of new steel, unfettered by the deadwood of a generation gone."

Jane's Fighting Ships was founded in 1897 by Fred T. Jane, three years before the acceptance by the U.S. Navy of the first practical submarine, the USS *Holland*. Many warships of the day still carried sail. *Jane's* has seen the rise and fall of the dreadnought and battle cruiser; the years of its publication have embraced the whole of the development of the destroyer, from

the torpedo-boat destroyers designed to combat the new-fangled torpedo boats that came on the scene shortly before the submarine, to the escorts of today with their electronic wonders and deadly weapons.

Most of all, the 66 years of *Jane's* have seen the submarine develop into the most fearsome weapon carrier the world has known.

BOOKS for the SAILOR

The decision of the Royal Navy to acquire its own Polaris submarines has brought its own problems, according to *Jane's*. The nuclear-missile-armed, nuclear-powered submarine is so fantastically expensive that it leaves little money for acquiring other much needed hardware. It is not necessary to go very far from home to find another Navy faced with similar problems arising out of rising costs.

It is an interesting (and somewhat frightening) subject of speculation as to what happens if every major navy acquires a "deterrent" in the form of Polaris submarines—first the United States, then Russia, then Britain, then France, then Italy, and so on.

The mad logic behind the deterrent is that it must be acquired at fantastic cost but that it must never be used, because this is an admission that the deterrent has failed. And because the deterrent (it is profoundly hoped) will not be used, it is necessary to have conventional forces to cope with the problems that do arise.

It may be possible (as Mr. Blackman suggests) to predict the future course of world events by a study of the forces in being and of their development over the years.

"At intervals, over the decades, it has been possible, from the study of the build-up of one naval power or naval powers in close proximity to each other, to discern the ingredients of a potentially explosive mixture," he writes. "A small or rising nation could strike the spark. Grouped in a wide circle round the South China Sea, vis-à-vis each other, are the indigenous and divergent navies of no fewer than a score of the countries listed in this annual. 'Look to your moat,' might apply to the straits in this theatre rather than nearer at home, whether home be Great Britain or the United States."

Later on in his introduction, Mr. Blackman, after reviewing the strength and policies of the United States, says:

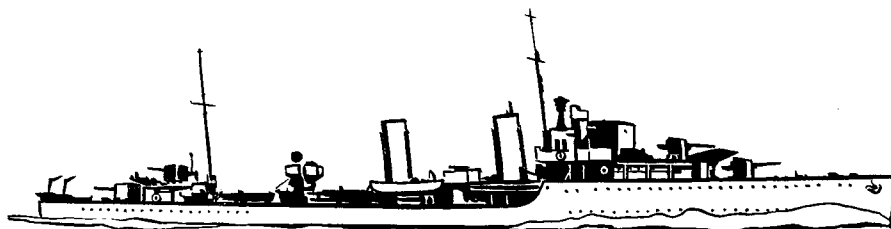
"On the American side of the Atlantic the custodians of security and freedom are taking more and more to heart the oft reiterated and proven maxim exemplified by Nelson and Churchill: 'Who rules the sea, rules the world.'"

To turn to the body of the book, this edition shows the first pictures of the St. Laurent conversion, which brings into being a concept pioneered by the Royal Canadian Navy of a relatively small ship equipped with a manned helicopter for the swift pursuit of enemy submarines.

The government decision not to proceed with the construction of the new general-purpose frigate came too late in the year for the reference to be deleted from *Jane's* but the section provides interesting information on a "compromise" design intended to carry out a number of functions.

As in other years, Canadian readers will find scattered through the pages the names of RCN warships of other years. The volume notes that the *Magnificent*, predecessor of the *Bonaventure* as the floating home of RCN aviation, was disposed of in 1963 but her predecessor, the *Warrior*, is very much in being as Argentina's *Independencia*.

Argentina also employs as a surveying vessel the former corvette,



HMCS *Barrie*. In fact, serving in the other navies of the world, there are nearly 60 ships which were either at one time commissioned in the RCN or built in Canadian shipyards.

Only since the publication of this edition of *Jane's* has the original identity of a ship listed in the Ceylon section as ex-HMCS *Violetta* has learned. It now appears she was the former HMCS *Orkney*, acquired by Israel during the days when refugees were running the blockade and since sold along with the former HMCS *Hallowell*, also a frigate, to Ceylon.

Space does not permit analysis of the major navies of the world or, in particular, the growth of the nuclear surface and submarine fleets. However, all the facts can be found as easily as turning the pages of what remains the standard reference on the fighting ships of the world.—H.M.C.

JANE'S FIGHTING SHIPS, 1963-64; supplied in Canada by the McGraw-Hill Company of Canada, Ltd., 253 Spadina Road, Toronto 4; 450 plus xxiii pages; illustrated; \$35.

White Tape White Twist

NAVAL ORDER 2854 of June 19, 1943, began, "It is approved to form Naval Training Units in Universities in Canada in cities where there are RCNVR Divisions."

And the University Naval Training Divisions were underway.

At first their personnel were dressed as seamen; in the postwar, with a white tape where the cap tally is shipped. Then they climbed into a form of mid-night-blue battle dress with an officer's cap and a white twist on each lapel with the status of officer cadet. At the peak periods, there would be 1,000 of them on the East Coast for summer training. They were called "untidies", "the RCN's favourites" and other terms of endearment. They have endured as personnel of the RCNVR, the RCN(R) and now the RCNR.

A paper has been produced by the Naval Historical Section, at Naval Headquarters in Ottawa, which traces their origins and first 20 years of life. The author is P. A. C. Chaplin, historical research officer and a reserve officer on the retired list of HMCS *Carleton*, the Ottawa naval division. He was one of the mixed bag of earlier UNTDs, having reached the dizzy heights of petty officer in the Royal Navy (hostilities only) before continuing his university education in Canada.



The Physical and Recreational Training staff at Stadacona has been honoured by the Canadian Red Cross Society for its support of the Red Cross water safety program. A citation was presented on December 23 by G. R. Matheson, president of the Nova Scotia division of the society, to Captain D. G. Padmore, commanding officer of Stadacona, who in turn presented it to Lt.-Cdr. B. M. Kidd, P and RT officer (centre). (HS-73786)

He has most of those little intimate pieces of knowledge pertaining to the UNTD ready at hand. They make the paper entertaining as well as informative.

He notes that graduates of the UNTD are making themselves felt in the reserve. One division is commanded by an officer who entered through the ranks of his own UNTD. The CO of a UNTD tender is the son of one of the original commanding officers of the UNTD and Mr. Chaplin writes: "It seems that half the active officers of the Reserve Divisions nowadays are graduates of the scheme." He mentions that one regular officer from the UNTD was getting a "brass hat" but forgets that another, a lieutenant-commander, has been driving a West Coast frigate for some considerable time.

The paper was written in time for the 20th anniversary of the UNTD. For various reasons, it was not published until early this year, which caused a few little problems with tenses and whatnot. Better late than never, however, for a good look at this important and continuing segment of the Navy.

A copy of the paper has gone to each UNTD tender and to the library of each university involved in the program. The rest are held by the Director of Publications and Printing, Naval Headquarters, Ottawa.—H.C.W.

North Shore Shipyards

An interesting and informative addition to the publications of the Maritime Museum of Canada, Halifax, has appeared in *Ships of the North Shore*, Occasional Paper Number 11, jointly compiled by Phyllis R. Blakeley, assistant archivist, Province of Nova Scotia, and John R. Stevens, curator of the museum.

The "North Shore" referred to in the title is the coast-line of the counties of Pictou, Colchester and Cumberland, Nova Scotia, and the booklet is concerned with the shipbuilding, both sail and steam, in the towns, villages and coves of that area.

The shipbuilding industry there goes back to the late 18th Century and saw its greatest activity 100 years ago "when the building of the larger type of three-masted schooners, brigs, brigantines, barques and full-rigged ships flourished, and Nova Scotian-built ships were known and respected in every quarter of the globe."

This booklet is a generously illustrated source of information for those interested in the history of shipbuilding in Canada.—C.

THE NAVY PLAYS

Sailors Given Judo Course

Three East Coast sailors were chosen to attend a judo instructors' course at the RCAF Station, Trenton, Ont., March 9 to 13.

Selected for the course were Ldg. Sea. B. F. Hogue, of *Shearwater*; Ldg. Sea. K. J. Whitney, of the diving depot ship *Granby*, and Ord. Sea. R. J. Currie, of *Cornwallis*.

'Bonnie' Takes Sports Crown

Teams from the "Bonnie" out-pointed competitors by a substantial margin in sports competition during January in Bermuda.

Teams were entered from the *Bona-venture*, *Chaudiere*, *HMS Auriga*, *Terra Nova*, *Algonquin*, *Gatineau*, *Columbia*, *Restigouche* and *Kootenay*.

Keenly contested games were played in softball, volleyball and soccer. The *Bonaventure* was victorious in softball and volleyball while the skilled submariners from the *Auriga* won the soccer title.

When the final standings were tallied, the *Bonaventure* was on top with 21 points and the *Chaudiere* in second place with 7 points.

A highly competitive inter-departmental sports program was held in the *Bonaventure* during the latter part of 1963 and early 1964. Twenty-four teams were entered in both the volleyball and deck hockey tournaments and defaulted games were rare.

The volleyball championship was won by a strong team from VS-880. The squadron aces went undefeated throughout the entire tournament.

The deck hockey tournament provided lots of bumps, bruises and excitement. A big upset occurred in the final when a group of spirited officers from the wardroom defeated the highly favoured flight deck crew by a score of 4-2 and became the new champions.

Sports Award to Gordon Payette

A young apprentice engineer from the Fleet School in HMCS *Naden*, Ldg. Sea. Gordon A. Payette, won the top sports award in the Pacific Command in 1963.



Ldg. Sea. Gordon A. Payette, of the Naval Technical Apprentice School at Naden, holds the Charles McDonald Memorial Trophy, presented to him as the individual who had done the most for sports in 1963. (E-75149)

Ldg. Sea. Payette, 21, who never took part in organized sports until he joined the Royal Canadian Navy four years ago, has been given the Charles McDonald Memorial trophy. The citation reads: "To the one who has, through his own achievements or efforts, contributed most to sports in the Pacific Command throughout the year."

Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, presented the trophy to Ldg. Sea. Payette at a ceremony in the admiral's office.

Six others were nominated for the award. They were Lt. C. T. Gunning, *Grilse*; PO W. B. Lewis, *Naden*; PO R. H. Wilson, *Fraser*; Ldg. Sea. G. A. Anderson, *Cowichan*; AB J. D. Merrifield, *Naden*, and AB R. N. Bongard, *Cape Breton*.

While Ldg. Sea. Payette is truly a "jack-of-all sports", his leadership qualities were a key factor in his nomination and eventual winning of the coveted trophy.

He took over as captain of the Fore-castle team in the apprentices' inter-divisional sports program and in less than a year guided it, through his inspiration and organization, into first

place—a clear-cut winner over Foretop, Maintop and Quarterdeck teams. It was the first time the Forecastle had won since the event started in 1959.

Included in the competition were dual swims, cross-country, basketball, volleyball, softball, soccer, rugby and track and field.

Ldg. Sea. Payette has also been on Pacific Command representative teams for basketball, volleyball, water polo and track and field.

He also plays basketball for St. Louis College of the Independent Athletic Association League in Victoria and is a Vancouver Island representative for trials being held in order to choose a British Columbia team for a rugby match against the New Zealand All-Blacks later this Spring.

One of seven children of Mr. and Mrs. G. A. Payette, of Fruitvale, B.C., Ldg. Sea. Payette took his primary schooling in Fruitvale and high school in nearby Trail. He had little interest in organized sports activities at that stage of his life.

Cdr. Herb Smith Squash Winner

Cdr. Herb Smith defeated Dr. Bob Fraser two games to none to win the Canada Dry handicap squash tournament staged in February at the *Stadacona* gym.

In the semi-finals Dr. Fraser defeated Len Sperling two games to none and Cdr. Smith took two out of three games from Spike Murray.

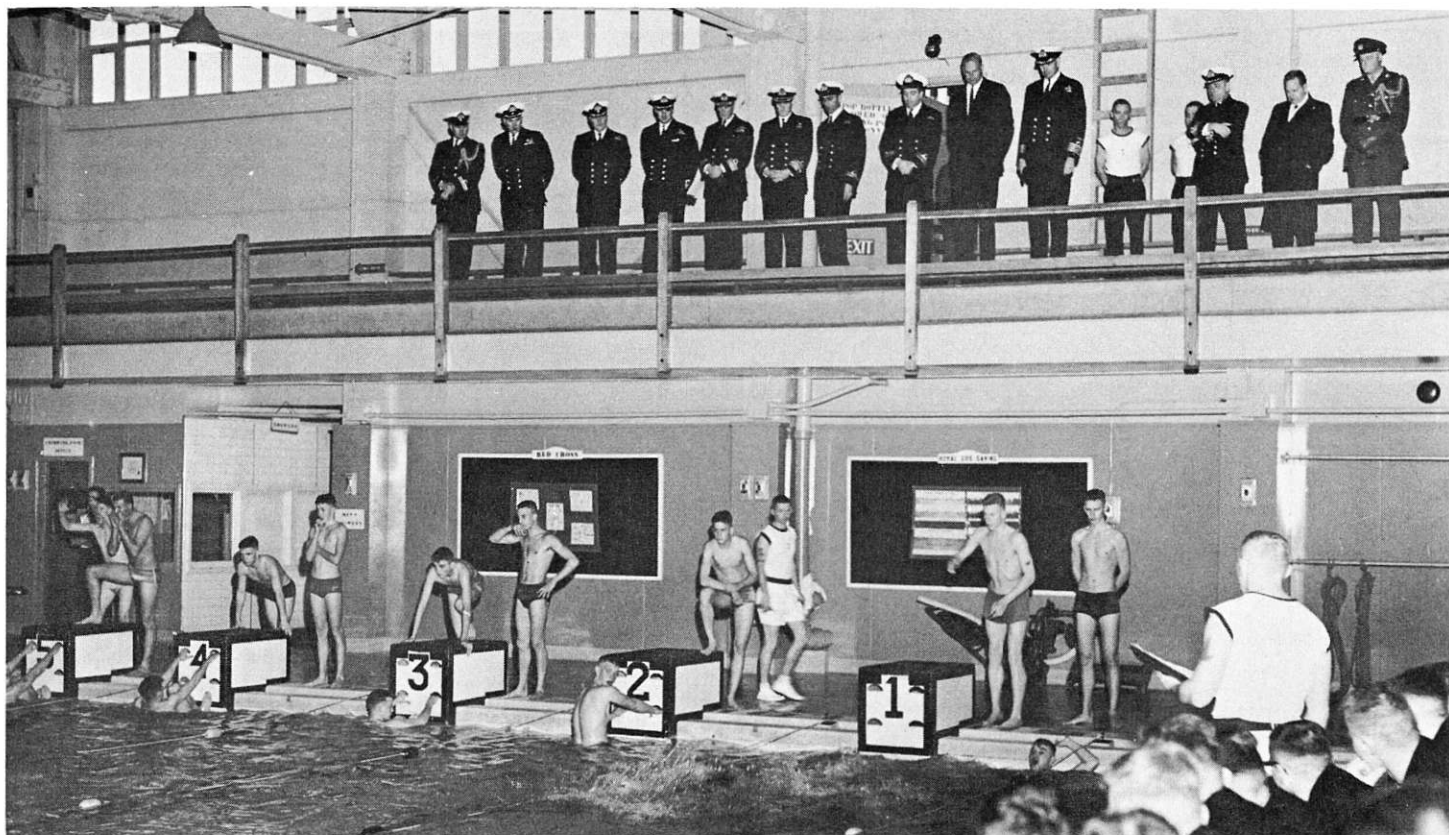
There were 16 entries in the tournament sponsored by the *Stadacona* Squash Club.

Shearwater Wins Volleyball Title

HMCS *Shearwater* captured the Tri-Service volleyball championship in a tournament staged at the *Stadacona* gymnasium in early February.

Shearwater took the winners half of the schedule, defeating *Stadacona* 2-0 in the final. In the losers' half, the RCAF Summerside team defeated *Stadacona* 2-0 in the final.

Shearwater then won the best-of-five series over Summerside by three games to two.



Defence Minister Hellyer watches a new entry swimming meet in one of the three pools at HMCS Cornwallis. Physical training, with the accent on teamwork, is emphasized during the 15-week course and swimming forms a major part of the PT schedule. (DB-18723)



The RCN Ski Club got off to a good start in January, with a record turnout for the club's first 1964 ski class, held at Camp Fortune, 20 miles north of Ottawa. Now in its second season, the Ottawa club has a membership of more than 140 naval personnel and their dependents. Weekly ski classes are conducted by qualified civilian and naval instructors at Camp Fortune and at least one week-end excursion to the Laurentians is organized for club members. On the slopes while under instruction first names only are used and shown here in one of the more "advanced" classes are, second and third from right, two members who in less playful surroundings are known as Vice-Admiral H. S. Rayner and Rear-Admiral M. G. Stirling. (O-15375)

LETTERS TO THE EDITOR

Dear Sir:

Up till now 15 Belgian officers have been trained in the RCN. Unfortunately this type of training is no longer continued. Anyway, by means of *The Crownsnest*, we would like to inform our many friends, previously our instructors or colleagues, of our present appointments. The latter illustrate the fact that the Belgian Navy specializes in mine-sweeping.

Sub-Lt. I. L. Lefevre is a W/K officer on board the A957 *Kamina*, the Belgian training-ship.

Sub-Lt. R. W. Strijkers is first lieutenant on board on MSC; so is Lt. (JG) P. Yans.

Lt. (JG) Claude Sedeyn and Lt. (JG) L. Krott are both first Lt. on board an MSI.

Lt. (JG) E. A. Verheyen is No. 1 on board MSO M909.

Lt. (JG) R. H. M. Leenaert and Lt. (JG) J. L. S. Ceux are both on board the fishery protection Algerine *De Moor*, respectively as "No. 1" and as "pilot".

Lt. (JG) J. L. S. De Leu is No. 1 on board A955, a research vessel and Lt. (JG) A. F. Claus is CO of MSC M933.

Lt. J. D. De Wilde is following a long MCM-course in The Netherlands.

Lt. P. Segers became a helicopter pilot and is with the ASR-service at Coxyde (Belgium).

Lt. C. D. C. Jacobs is an instructor at the NATO Mine Warfare School in Ostend.

SHIPLOVERS' GROUP FORMED

The formation of an association of shiplovers under the name Marine Documentation (Cercle des Amis de la Mer), is reported in a letter from Ravel Gervais, 12, Avenue Zengler, Mourepiane, Marseille 16e, France.

The purpose of the organization is to bring an exchange of information between shipowners, collectors of photographs and documents concerning ships, and all other persons interested in such subjects as merchant shipping, warships, sailing, fisheries, yachting, harbours, shipyards and model-making—in a word, writes Mr. Gervais, all about the sea.

The organization will also provide for institutional memberships for schools, colleges, shipping companies, yacht clubs and nautical publications, according to the founder.

Lt. (JG) R. Hoeben is taking jet-pilot training with the Belgian Air Force.

R. F. D'Hollander went back to civilian life as personnel manager with the Brussels branch office of the Ford Motor Company.

Marital status: When Claude Sedeyn marries this spring, there is only Lefevre left to look around for a "dream-girl". Wives: 5 Canadian, 1 American, 8 Belgian. Children: 22; 8 girls, 14 boys. We are all commonly known as the "Canadians" and we do hope to see a Canadian ship call at Ostend or Antwerp in the near future. Maybe some day



the RCN will send a few officers to the Mine Warfare School, which is open to all NATO countries.

In closing we extend our best wishes to all our old friends and to the RCN. When in Belgium, drop in. We will be very glad to receive you, either at home or on board our ships.

In the meantime we send our best regards,

On behalf of the 15,
C. D. C. JACOBS,
Lieutenant

NATO Mine Warfare School,
Belgium Navy, Ostend,
Belgium.

Sir:

I see in the English newspapers that Canada has decided to have submarines in her Navy. I am proud to hear this for I was very sorry in 1922 when they decided to scrap my old sub *CH-15*. We were quite a happy crew and well I remember our skipper, Lt. Woods, who unfortunately was drowned in a small boat. I often wonder how many of that crew are still knocking about.

I was lucky and did not return to England but was given the chance to go on the *Patriot*, one of the two destroyers which at that time comprised the RCN, to finish my three years. Your Navy today must be one to be proud of and I wish you all over there every success.

I have been aboard one of the modern subs and I must say I was completely lost. It was quite a difference from the

old cockle shells *CH-14* and *15*. You may use this letter as you please if it will help you in your recruiting.

Yours,
ABEL NEWTON
Ex-Ldg. Sto. RN, K16114
RCN, 21056

15 Stansfield St.,
Oldham,
Lancs.
England.

Sir:

I am writing to ask if any readers might kindly help regarding photographs of British warships visiting these waters.

As a former RN member now living over here, I have developed an interest in compiling a history of all such visits over the past century through photographs taken at the time, in peace and war. I have had only fair success to date through trying normal sources, however, and I would now like to ask readers' help.

Space does not allow details, but I would welcome anything at all ranging from squadron calls such as the 2nd CS to Halifax in 1905 and the *Hood* to both coasts in 1924, down to single-ship visits to smaller ports on both coasts and the Lakes. Because this is a rare opportunity for me to seek assistance on a limited subject, I would be obliged also for anything along these lines concerning RCN and RN calls to the U.S.A. over the same period.

Pictures of any vintage, size or shape will be appreciated and I will cover any costs entailed—at the very least, the postage.

Yours faithfully

KENNETH KELLY

120 Main Street,
Irvington-on-Hudson,
New York, U.S.A.

N. Z. TALLY COLLECTOR

John Rene Savidan, a former member of the Royal New Zealand Navy, who lives at 38 Takitimu Street, Orakei, Auckland, N.Z., advises that he is a serious collector of cap tallies and ship photographs. He has a few spare tallies, including those of HMAS *Anzac* and INS *Delhi*, and one from the East German Navy, bearing the word "Volksmarine", which he is willing to exchange for other unusual cap tallies.

RETIREMENTS

CPO ADAM COCHRANE; CIBN4; joined RCNVR Feb. 2, 1937; transferred to RCN Feb. 22, 1945; served in *Naden*, *DEMS*, *SS Fowbery Tower*, *DEMS*, *SS Silverguava*, *DEMS* *SS Baluchistan*, *Stadacona*, *Iroquois*, *Cornwallis*, *Peregrine*, *Niobe*, *Ontario*, *Discovery*, *Beacon Hill*, *HMS Excellent*, *St. Therese*, *Royal Roads*; awarded Long Service and Good Conduct Medal; retired January 17, 1964.

CPO HERBERT WATTS COOPER, CD; C2RM4; joined RCNVR, Sept. 11, 1939; transferred to RCN Dec. 11, 1939; served in Ottawa naval division, *Ottawa W/T Station*, *Stadacona*, *St. Hyacinthe*, *Venture*, *Assiniboine*, *Avalon*, *Pictou*, *Kenora*, *Kenogami*, *Lethbridge*, *Peregrine*, *Victoriaville*, *Scotian*, *Coverdale*, *St. Stephen*, *Haida*, *Albro Lake* radio station, *Magnificent*, *Cornwallis*, *Quebec*, *Cap de la Madeleine*, *Bytown*; retired January 15, 1964.

PO JOSEPH GEORGE COYLE, CD; P1CM4; joined RCNVR June 25, 1942; transferred to RCN Jan. 16, 1946; served in *Queen Charlotte*, *Cornwallis*, *Avalon*, *Eyebright*, *Stadacona*, *St. Catharines*, *Assiniboine*, *Peregrine*,

Niobe, *Warrior*, *Magnificent*, *Haida*, *Micmac*, *Huron*, *Quebec*, *New Liskeard*, *Lauzon*, *Hochelaga*, *Swansea*, *Albro Lakes* radio station; retired January 9, 1964.

CPO GERALD RICHARD FREEMAN, CD and First Clasp; C2WV4; joined RCNVR Jan 13, 1937, transferred to RCN June 27, 1940; served in Winnipeg naval division, *Naden*, *Armentieres*, *Prince Robert*, *Prince David*, *Stadacona*, *Chaleur II*, *Louisbourg*, *Niobe*, *J 3393*, *Peregrine*, *Chatham*, *New Liskeard*, *Antigonish*, *Beacon Hill*, *Cornwallis*, *Athabaskan*, *Skeena*, *St. Laurent*; retired January 4, 1964.

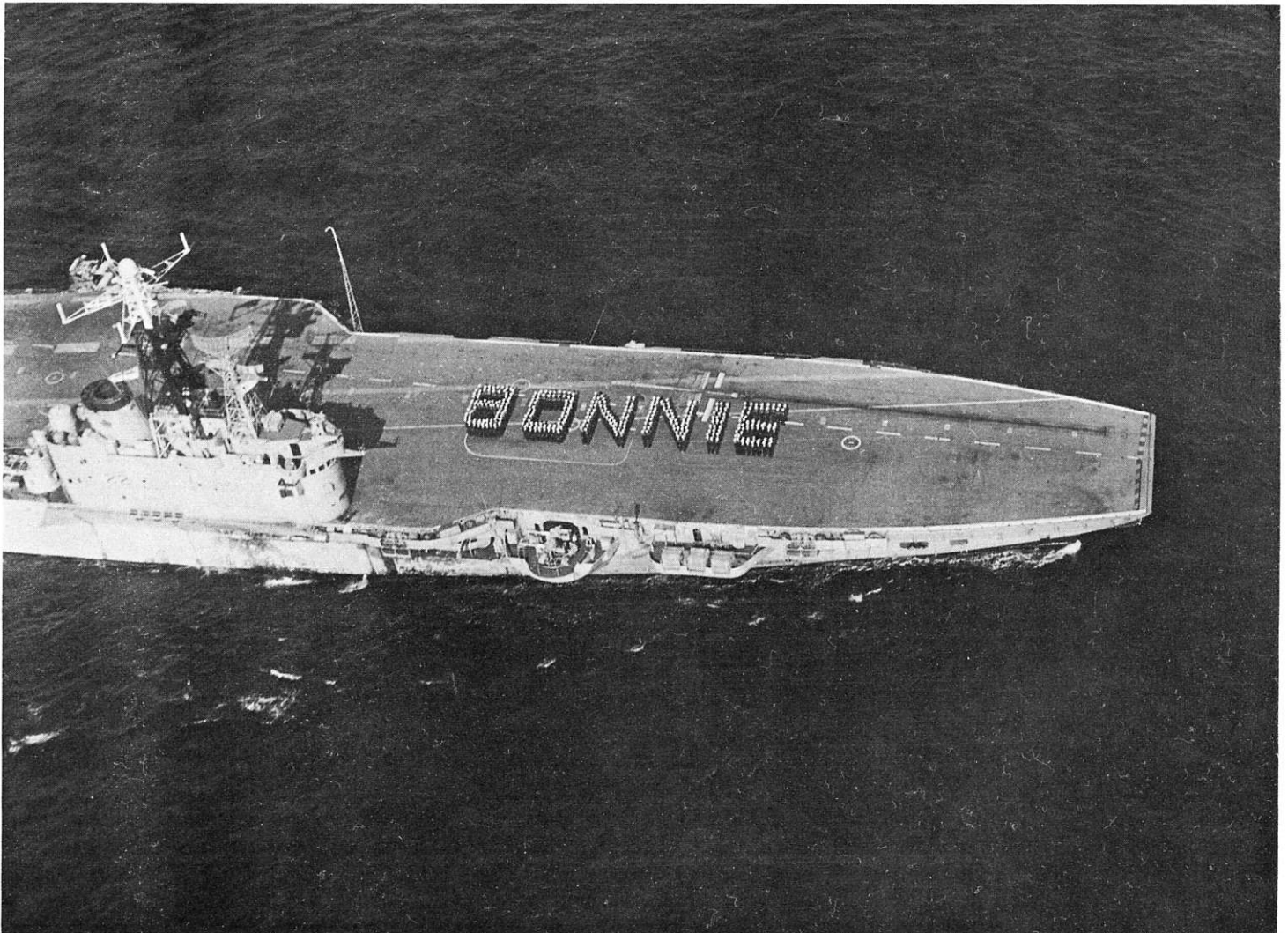
CPO WILLIAM RAY HARKNESS, CD; C1RS4; joined January 15, 1940; served in *Naden*, *Prince Robert*, *Bayfield*, *Chatham*, *St. Hyacinthe*, *Stadacona*, *Avalon*, *New Westminster*, *St. Hyacinthe*, *St. Pierre*, *Scotian*, *Coverdale*, *Gloucester*, *Aklavik* radio station, *Bytown*, *Bermuda* radio station; retired Jan. 14, 1964.

CPO ALBERT VICTOR MARCHANT HUGHES, CD, C2WS4; joined RCNVR March

3, 1937; transferred to RCN Sept. 3, 1940; served in Toronto naval division, *Stadacona*, *Fundy*, *Skeena*, *Orillia*, *Niobe*, *Chatham*, *Huron*, *Peregrine*, *Cornwallis*, *Qu'Appelle*, *Cornwallis*, *Toronto*, *Naden*, *Warrior*, *HMS Excellent*, *Iroquois*, *Portage*, *Swansea*, *Quebec*, *Magnificent*, *Prestonian*, *Wallaceburg*, *Crusader*, *Inch Arran*; retired January 30, 1964.

CPO MARTIN MURPHY, CD; C1BN2; served in RCNVR Oct. 4, 1943 to Oct. 2, 1945; transferred to RCN Jan. 28, 1946; served in *Stadacona*, *York*, *Scotian*, *Peregrine*, *Hali-gonian*, *RCNAS Dartmouth*, *Iroquois*, *Warrior*, *Magnificent*, *La Hullose*, *Haida*, *Wallaceburg*, *Quebec*; retired January 28, 1964.

CPO DANIEL JEAN JOSEPH REGIMBAL; C2CM4; joined January 16, 1939; served in *Stadacona*, *Fraser*, *Chaleur*, *Ross Norman*, *Standard Coaster*, *Venture*, *Adversus*, *Alachasse*, *Sudbury*, *Avalon*, *Sarnia*, *Niobe*, *Sioux*, *Teme*, *Haida*, *Peregrine*, *Bytown*, *Coverdale*, *Cayuga*, *Nootka*, *Naden*, *Shearwater*, *Cornwallis*, *Crescent*, *Iroquois*, *D'Iberville*, *Hochelaga*; awarded Long Service Good Conduct Medal; retired January 15, 1964.

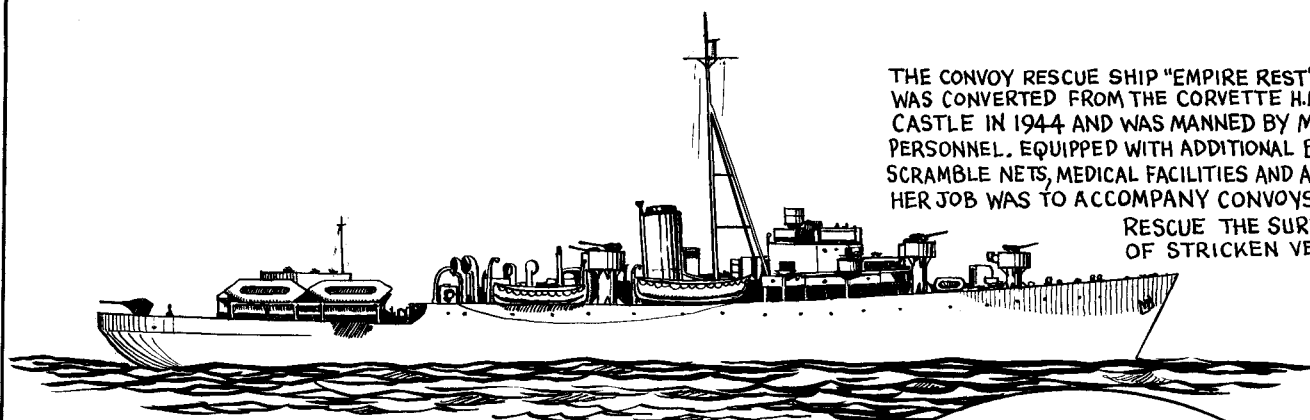


It is said that the officers and men of the *Bonaventure* were worried that their helicopter, away up there taking pictures, might get lost. So, what did they do? They made themselves recognizable. (BN-5177)

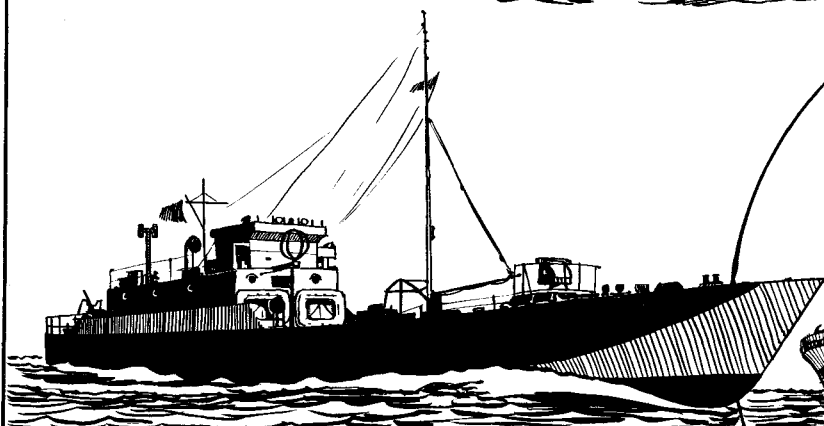
Naval Lore Corner

Number 124 "SPECIALIZED DUTIES"

AMONGST THE GREAT ARMADAS THAT WERE BUILT DURING THE WAR, MANY HIGHLY UNIQUE AND SPECIALIZED VESSELS WERE CONCEIVED TO PERFORM A VARIETY OF UNUSUAL TASKS...



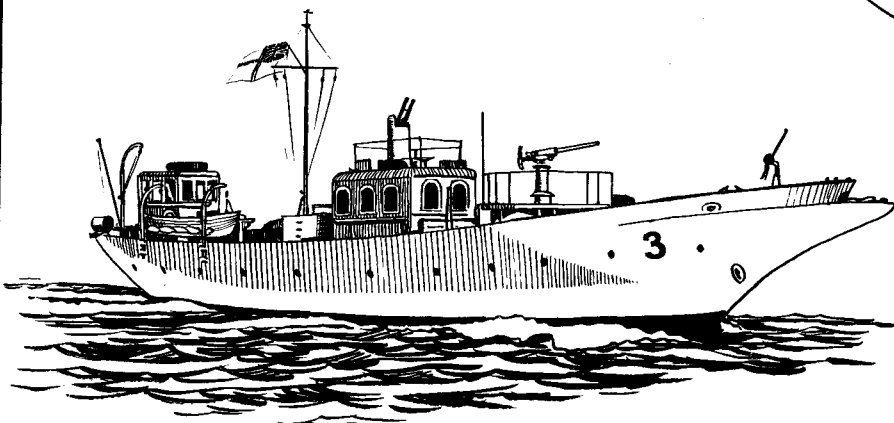
THE CONVOY RESCUE SHIP "EMPIRE REST" (LEFT) WAS CONVERTED FROM THE CORVETTE H.M.S. RALEIGH CASTLE IN 1944 AND WAS MANNED BY M.N. PERSONNEL. EQUIPPED WITH ADDITIONAL BOATS, FLOATS, SCRAMBLE NETS, MEDICAL FACILITIES AND ACCOMMODATION, HER JOB WAS TO ACCOMPANY CONVOYS AND TO RESCUE THE SURVIVORS OF STRICKEN VESSELS...



THE MERCANTILE "GAY VIKING" (ABOVE) WAS CONVERTED FROM THE MOTOR TORPEDO BOAT '506' FOR RUNNING THE BLOCKADE THROUGH THE KATTEGAT TO SWEDEN FROM THE U.K. DURING THE WAR. THESE HIGH-SPEED CRAFT CARRIED STRATEGIC CARGOES, AND WERE LIGHTLY ARMED...



ONE OF THE MOST UNUSUAL WORLD WAR II LANDING CRAFT WAS LBK-1 (LANDING BARGE, KITCHEN)... VIRTUALLY A FLOATING GALLEY DESIGNED TO SUPPLY MEALS TO LANDING CRAFT CREWS DURING AMPHIBIOUS OPERATIONS..



ONE OF THE ODDEST YACHT-CONVERSIONS DURING THE WAR WAS THE HARBOUR DEFENCE VESSEL H.M.S. DUENA (LEFT), ARMED WITH A 3-PDR. AND 3 MACHINE GUNS, HER HULL-LINES REVEALED HER AS A DISMASTED FORMER SAILING YACHT...

Roger Duhamel

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

If undelivered return to:

The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

