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THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY 1964

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The Cover—Passing through the Kattegat between Denmark and Sweden, four Canadian warships seemed to be voyaging into the past as they overtook the square-rigged merchant cadet training ship *Danmark*. HMC Ships *Chaudiere*, *Gatineau*, *Terra Nova* and *Columbia* were on their way to Londonderry after having paid a courtesy and recreational visit to Copenhagen, Denmark, last year. (CCC5-594)

LADIES OF THE MONTH

Of more than 100 ships of the Royal Canadian Navy that took part in D-Day operations 20 years ago this June 6 only two remain in service—HMC Ships *Swansea* and *Algonquin*. The year 1944 was one in which the *Swansea* covered herself with glory, sharing in the destruction of no fewer than three U-boats.

But when it came to D-Day, the *Algonquin* was there for the in-fighting, escorting ships to the beaches and then joining in the thunderous bombardment. The *Swansea* was 100 miles or so away, patrolling the approaches to the English Channel to destroy or frighten off U-boats proposing to tamper with the invasion.

The top picture shows the *Swansea* and the bottom, the *Algonquin*, both in their war-time garb. The two ships have since been fully modernized. (GM-1473; X-145)

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RCN News Review



Hon. Paul Hellyer, Minister of National Defence, stands before the National War Memorial after having placed a wreath honouring the memory of those who died in the Battle of the Atlantic. Memorial services were held across Canada on Sunday, May 3. (O-15520)

UNTD Cadets Off To Britain

A total of 150 cadets from University Naval Training Divisions across Canada embarked in five frigates of the Ninth Escort Squadron May 7 for a five-week training cruise to Britain and France.

The cruise was the first of three summer training cruises for the UNTD cadets. They are embarked in HMC ships *Cap de la Madeleine*, *La Hullose*, *Buckingham*, *Outremont* and *Lanark*, with 30 officer cadets in each ship.

The ships sailed from Halifax May 8. In Britain they will visit Spithead, Portsmouth and Weymouth Bay. They will return to Halifax June 12.

During the three summer cruises 360 cadets will undergo sea training. Shore training for the cadets is centred at Cornwallis where the cadets will undergo 12 weeks of summer training.

Ships Exercise In Far East

For 432 consecutive hours three Canadian destroyer escorts had almost everything in the naval exercise book

thrown at them in rapid succession. HMC Ships *Fraser*, *St. Laurent*, and *Mackenzie* represented the Royal Canadian Navy in "Jet 64", one of the

largest Commonwealth Fleet exercises ever held in peace time.

The joint exercise and training program, held in the Indian Ocean in the first three weeks of March, involved nearly 30 warships and 10,000 men of the navies of Britain, Canada, Australia, India and New Zealand. In addition there were numerous auxiliary ships, aircraft of the Royal Navy and the Royal Australian Air Force and Royal Navy submarines. In the course of "Jet 64" the *Fraser* carried out or participated in more than 70 exercises and covered 4,589 miles. Similar figures apply to the *St. Laurent* and *Mackenzie*.

For the exercise, the fleet was divided into units, each assigned to a prescribed operational area. The *Fraser* worked for the most part with British and Indian units. The *St. Laurent* and *Mackenzie* were attached to other forces operating in distant areas.

The gruelling exercise program was designed to test offensive and defensive capabilities of the ships in both conventional and nuclear warfare. It ranged from aircraft attacks, shore bombardments and anti-submarine ex-

Admiral Thanks Personnel for Aid

The thanks of Vice-Admiral H. S. Rayner, Chief of the Naval Staff, have gone out to all those who assisted in what was unofficially described in the service as "Operation Cutback".

"The task of implementing the reductions in the Fleet and naval establishments as announced by the Minister in December 1963 has now been largely completed," Admiral Rayner said in a General Message.

"A great many of the changes involved considerable planning and additional effort by many personnel to permit the changes to be carried through expeditiously and satisfactorily.

"Great credit is due to all concerned. I would like to express my personal appreciation to all those personnel, both naval and civilian, many of whom were directly affected by the reductions, but who planned and carried out successfully the many difficult tasks connected with the operation."

ercises to convoy screening, plane-guard duties and replenishment at sea.

Neither time nor opportunity was lost, even while the fleet units were at anchor for brief periods. On such occasions there were communications work-outs between various ships and special opportunities to test fleet defences against attack by small surface craft, saboteurs and divers.

The latter phases of the big exercise included tactical operations and division of the fleet into "invaders" and "defenders". Playing key roles in such operations were aircraft from the British carrier *Victorious*, the Indian Navy aircraft carrier *Vikrant* and the Royal Navy submarines *Anchorite* and *Amphion*.

Midday of March 17 marked the conclusion of "Jet" for HMCS *St. Laurent*. She came alongside the *Fraser* for a transfer of documents and as the operation was ending sailors of the *Fraser* lined their ship's rails to "off caps" and present a hearty three cheers for shipmates of the departing DDE. The *St. Laurent* detached from the squadron, made a quick turn and proceeded westward to continue her round-the-world voyage. The *Fraser* and *Mackenzie* continued in the opposite direction. Within 30 minutes the "Sally" had vanished over the horizon.

On conclusion of their role in "Jet" the *Fraser* and *Mackenzie* proceeded to Singapore for a four-day series of post-exercise briefings, sports events for the ships companies and shore leave.

From Singapore the two ships went to Hong Kong, Kure and Tokyo. From Japan the ships crossed the Pacific and returned to their home port of Esquimalt May 5.



HMCS *Ste. Therese*, back from a cruise to South America, proudly displays the "Cock o' the Fleet" Trophy, won in competition with other frigates. Included in the competition were sports, shooting, whaler racing and general proficiency. Admiring the coveted bird is AB John Matthews. (E-75933)



CPO J. H. K. LAY

George Medal For East Coast Rescue

Her Majesty the Queen has been pleased to approve the award of the George Medal to a chief petty officer in the Royal Canadian Navy, it has been announced by Hon. Paul T. Hellyer, Minister of National Defence. CPO Joseph Henry K. Lay, of HMCS *Shelburne* will receive the award for his bravery in the rescue of W. R. Fiske, from drowning on Jan. 13, 1962, off Western Head near Lockeport, N.S.

The George Medal, established in 1940 by the late King George VI, may be awarded to officers and men of Commonwealth Armed Forces in recognition of brave conduct not in the presence of the enemy. CPO Lay is the sixth member of the Royal Canadian Navy to be awarded the medal in the past 10 years.

CPO Lay and a friend were at Western Head on Jan. 13, 1962, preparing to go duck hunting, when an overturned boat was sighted and a cry for help heard. They soon located a small boat in a nearby boathouse and because of the extremely high seas skidded it three-quarters of a mile over snow before launching.

Both men could not attempt the rescue in the eight-foot boat so CPO Lay, dressed in heavy winter clothing, rowed to the overturned craft to which Mr. Fiske was clinging. Realizing his boat would capsize if he attempted to bring the delirious man into it, CPO Lay persuaded him to take hold of the stern.

Exhausted, the man could not retain his hold and CPO Lay held him with his legs. In this manner CPO Lay rowed the 300 yards to shore through shoal and rip-tide water and seas up to 15 feet.

The citation read in part: "In view of the sea state and the prevailing weather conditions, this rescue demanded great courage, endurance and alertness. Chief Petty Officer Lay undoubtedly risked his own life in saving Mr. Fiske from death by drowning".

CPO Lay was born in Southampton, England, May 12, 1923, and entered the RCN at Halifax in 1952. At the time of the rescue he was serving the destroyer escort *Huron*, based at Halifax. Since June 1963 CPO Lay has been at Shelburne, as a member of the RCN's oceanographic station located there.

He is married to the former Joan Ferguson Shaver, of Kingston, Ont.

Minister Lays Memorial Wreath

Defence Minister Paul Hellyer placed a wreath and took the salute at ceremonies in Ottawa marking Battle of Atlantic Sunday, May 3.

Special church services were followed by a ceremony at the National War Memorial during which the Minister placed a wreath in honour of those who gave their lives in the war at sea. He later took the salute during a march past of some 300 naval personnel and sea cadets.

A service at Dominion-Chalmers Church, preceding the ceremony was conducted by the minister, Rev. Dr. A. F. MacLean, assisted by Rev. D. C.



Rear-Admiral W. M. Landymore Flag Officer Pacific Coast, greets Rear-Admiral Elmer E. Yeomans, USN, Commander U.S. Western Sea Frontier. Admiral Yeomans, whose headquarters is in San Francisco, was among a group of senior officers of the Canadian and U.S. Armed Forces who recently attended a defence conference in Victoria. (E-75860)

Latt and Chaplain Robert Shannon of HMCS *Gloucester*. The Deputy Chaplain of the Fleet (P), Rev. Dr. C. H. MacLean, delivered the sermon. The lesson was read by Mr. Hellyer.

At St. Patrick's Church, the Most Rev. J. R. Windle, Auxiliary Bishop of Ottawa, celebrated the mass. Rev. J. P. Farrell, Deputy Chaplain of the Fleet (RC), preached the sermon.

The parade following the services included units from HMCS *Gloucester*, naval radio station; HMCS *Carleton*, Ottawa naval division, and RCSSC *Falkland*, Ottawa sea cadets corps. It was commanded by Cdr. E. G. Gigg, with Lt.-Cdr. J. B. Boase, second-in-command. Lt. R. A. Coombes was parade marshal. The formation marched off to the music of HMCS *Carleton* and *Falkland* sea cadet bands.

In the official party at the memorial were Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Air Marshal C. R. Dunlap, Chief of the Air Staff, who represented members of the RCAF who took part in the Battle of the Atlantic. Also attending were members of the Naval Board, the commanding officers of *Gloucester*, *Carleton*, *Bytown* and RCSCC *Falkland*, the president of the Ottawa Branch of the Naval Officers' Association of Canada, and the chairman of the Ottawa Branch, Navy League of Canada.

After Mr. Hellyer had placed a wreath at the Memorial, wreaths were also placed by Cdr. William A. Manfield, RCN (Ret), president of the Ottawa Branch, Naval Officers' Asso-

ciations of Canada, and by Cdr. W. J. S. Fraser, RCNR (Ret), vice-chairman, Ottawa branch, Navy League of Canada.

The Dominion carillonneur, Robert Donnell, played a special commemorative recital from the Peace Tower between noon and 12.30.

RCASC Handles Bulk Food Supply

The Royal Canadian Army Service Corps took over responsibility for the wholesale supply of bulk food to the Royal Canadian Navy April 1.

This move to consolidate the supply of foodstuffs for the Armed Forces was the result of recommendations made by a tri-service committee under the chairmanship of Commodore D. McClure, Director General Naval Supply.

The shift in responsibility is an extension of supply methods in operation since 1955 whereby the Army has been providing food in bulk to naval establishments in Montreal and to naval radio stations at Gloucester, Ont., Churchill, Man., Inuvik, N.W.T., and Aldergrove, B.C.

Under the new arrangement, the Army will provide bulk food based on actual requirements evaluated by the RCN. The Navy will continue to control quantities of foods required.

The changeover on April 1 calls for the closing of the RCN central victualling depot in Halifax. All stock on hand will be moved to the RCASC Supply Depot, Willow Park, Halifax. The main-

ly civilian staff at the naval depot will initially be loaned to the Army and will be absorbed by that service where necessary.

On the Pacific Coast, the RCASC will take over operation of the RCN central victualling depot at HMC Dockyard, Esquimalt.

The naval depot in Esquimalt has adequate storage facilities to meet the integrated Navy-Army requirement. In Halifax, extra facilities have been prepared by the RCASC to accommodate the Navy's needs.

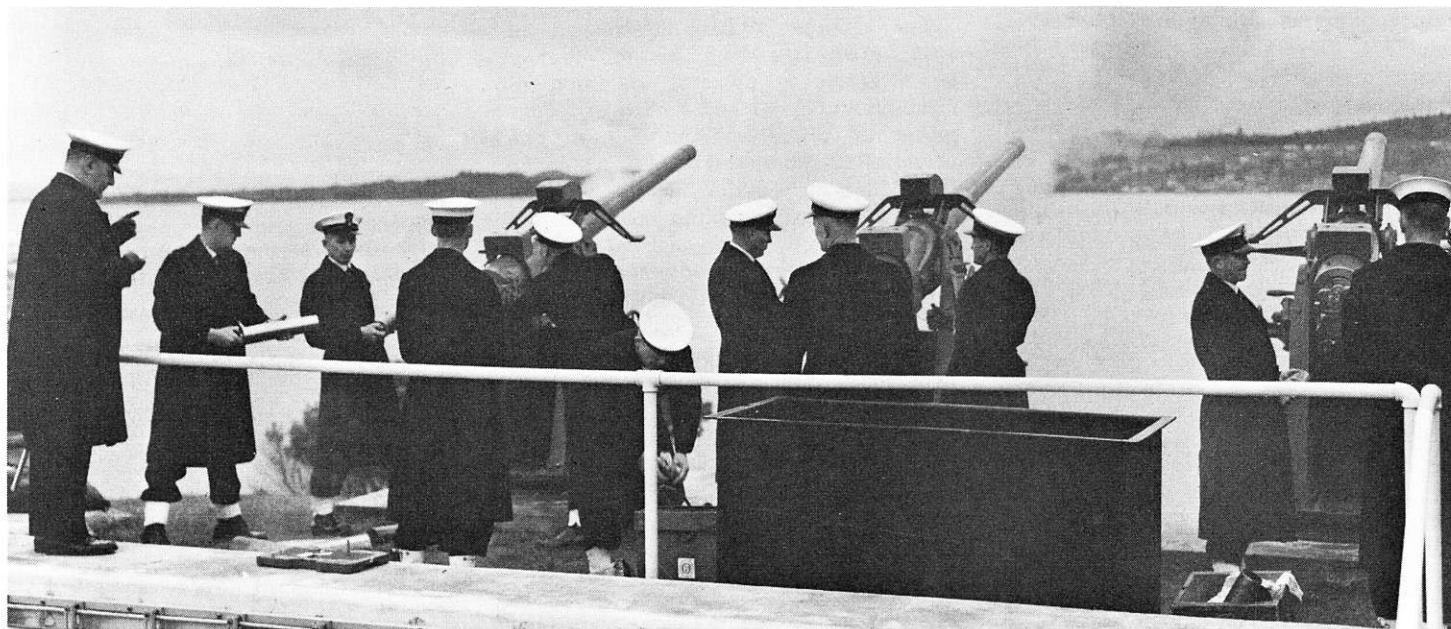
Vancouver to Hold Maritime Festival

Vancouver's second annual Maritime Festival, to be held from June 19 through June 28, will place emphasis in this year's celebration on the 100th anniversary of the first commercial shipment by sea from Vancouver.

Now known as the Pacific Maritime Festival, the celebration will be marked by the visits of units of the RCN and USN. A number of events now being planned call for naval participation.

It is the hope of the organizers that the Pacific Maritime Festival will draw attention to the maritime heritage of Vancouver and that it will help to maintain the cordial relations between the civilian population and the naval service.

Vancouver today is Canada's second busiest port (Montreal is first) and is also reported to be the busiest on the West Coast of North America.



The Pacific Command of the Royal Canadian Navy fired a 21-gun salute on March 10 to mark the occasion of the birth of a fourth child, a son, to Her Majesty, Queen Elizabeth. A party of 18 men under Lieut. George A. Grivel fired the salute from the Black Rock installation. A royal salute was also fired in the Atlantic Command, at Halifax. Ships of both commands were dressed with masthead ensigns until sunset. (E-75694)



Lt. Tom Wood's graphic painting of Canadian landing craft carrying the Queen's Own Rifles onto the beach at Bernières-sur-Mer. (52)

THE RCN ON D-DAY

IN EARLY JUNE the beach at Courseulles warms with the sun after dawn. Tents of holidaying Frenchmen make colourful splashes on the warm, golden-brown sand and a few young girls sprawl on blankets, skirts hiked high so spring sunshine can toast slim legs.

Eastward, the sea sweeps in a shallow five-mile horseshoe, with the town of Bernières-sur-Mer perched on a distant point. The line of beach houses at Bernières, daubed blue, red, white, and yellow, makes a misty rainbow splash through the lazy haze.

This five miles of beach is dotted with crumbling concrete pill boxes. At low tide the remains of tank traps and landing craft obstacles jut from tidal pools. A few minutes sifting through the sand anywhere will produce oddments of rusted barbed wire, brass bullet casings, or a jagged shell splinter. These are

fragments of 20 years ago, testimony of the greatest invasion ever launched.

Canadian troops landed between Courseulles and Bernières-sur-Mer. They formed just a small fraction of the front opened by Allied forces June 6,

By
Lt. Peter Ward
RCNR

1944. Military historians are still trying to sort out the details of what happened that day.

Preliminary planning for the world's largest amphibious operation began in May 1942. A small group of officers was assigned to study the problems involved in opening the second front by invasion across the Channel.

A year later the tempo of activities increased and the staff expanded. In early 1944 problem after problem was attacked, and solved. The hour of D-Day grew nearer, the staff grew even bigger and details became even more minute. This was the biggest planning job military forces had ever attempted.

The Royal Canadian Navy felt the added load of the build-up for invasion months ahead of time. Convoy traffic increased across the Atlantic, crowding U.K. ports with transports. Cargoes that successfully ran the U-boat gauntlet added to the huge arsenal in the British Isles needed to launch Operation Overlord.

THE FIRST ACTION directly connected with D-Day for the Royal Canadian Navy came in early April 1944.

The Tribal class destroyers *Haida*, *Athabaskan* and *Huron* were attached

to the 10th Flotilla, a composite force which also included two Polish destroyers, several RN destroyers and the cruiser HMS *Black Prince*.

Together they were assigned to carry out Operation Tunnel, an operation with a three-fold purpose. Ships of the 10th Flotilla were to destroy enemy warships in the Channel area, disrupt coastal convoys and aid in mapping coastal defences.

Ships of the 10th Flotilla made raid after raid across the Channel, shooting up enemy convoys which wound through off-shore islands, making careful note of any batteries that fired on them, and destroying enemy surface warships.

The 10th was also doing shepherd duty for British minelayers, sowing German coastal convoy routes with random fields of explosives further to demoralize the enemy shipping which slipped from shore battery to shore battery under cover of night.

By the end of April HMCS *Haida* had been involved in 19 night-time Operation Tunnel sorties across the Channel.

With only six weeks to go until D-Day there were still 230 surface ships flying

the German Navy flag available to fight in the Normandy area. These included 16 destroyers, 50 E-boats, 60 R-boats, armed trawlers, minesweepers, etc. If these surface ships were to make a concentrated attack on the shipping that would mass for D-Day in front of the beaches, they could create havoc and seriously jeopardize the operations. The Germans also had 130 submarines available within striking distance of the Normandy beaches, and another 70 that could be brought into action with two week's notice.

The Tribals' job was to destroy as many surface warships as possible, and that they did. In the four months which ended August 23, the 10th Flotilla sank 35 surface vessels, including four destroyers, and damaged 14 others.

TYPICAL of the actions the 10th Flotilla ships fought was the fight during the night of April 25-26.

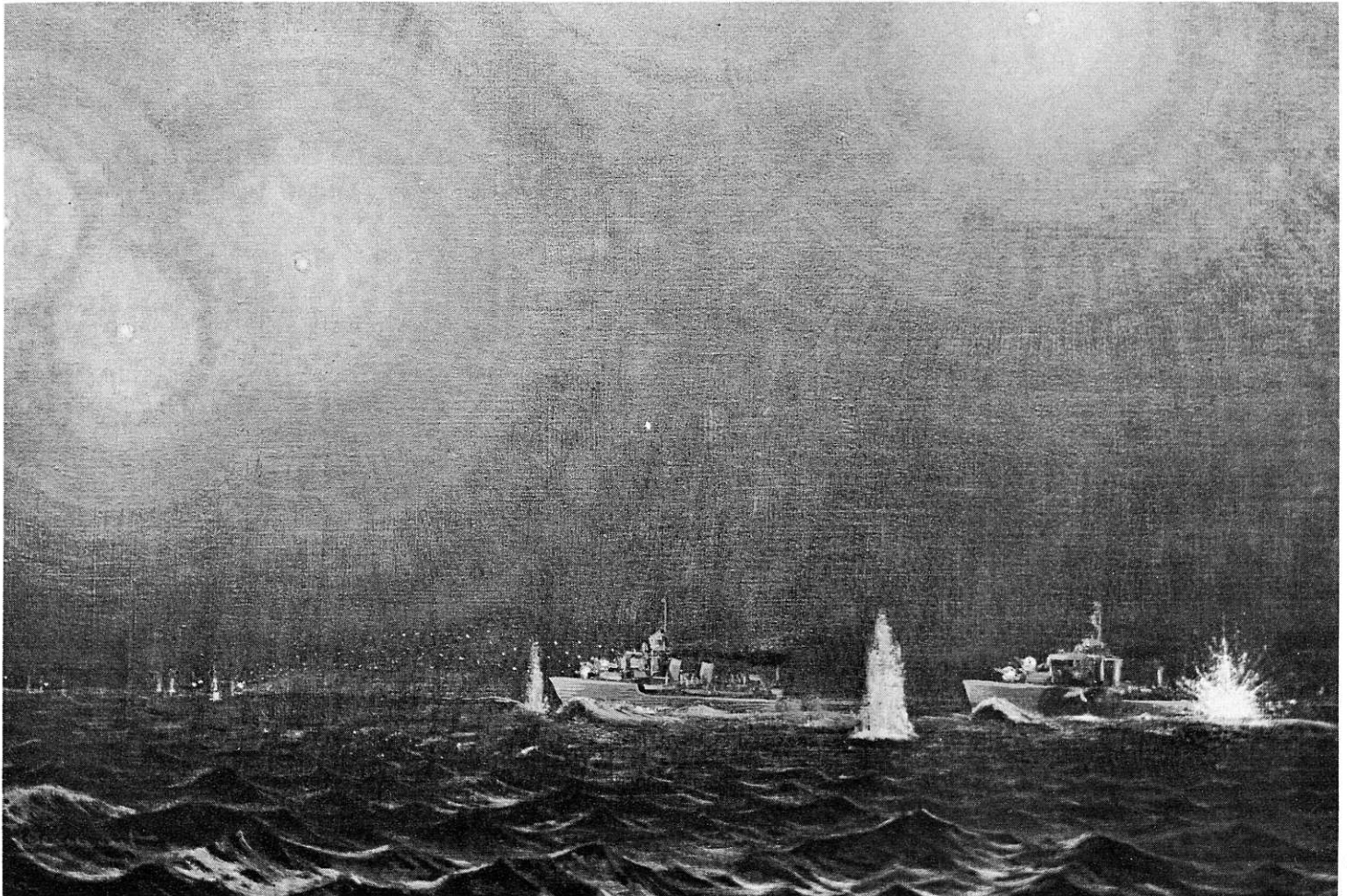
Canadians *Haida*, *Huron* and *Athabaskan* sailed with the British Tribal HMS *Ashanti* and the cruiser HMS *Black Prince*. At 2 a.m. off Ile de Bas the *Black Prince* got a radar contact at

21,000 yards, immediately confirmed by the *Haida* and *Ashanti*. Three German Elbing class destroyers were known to be based at St. Malo and the allied force hoped it was these Elbings they had detected.

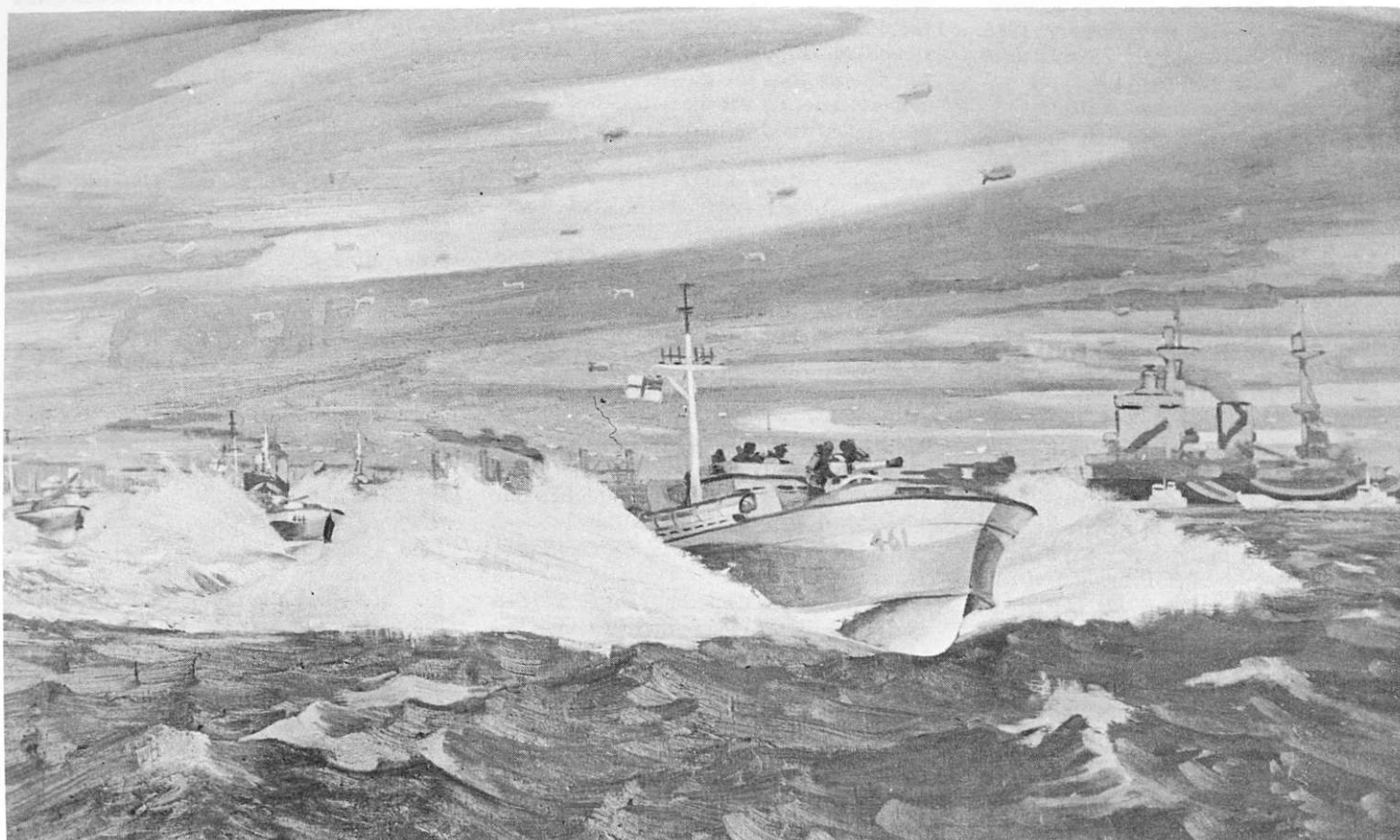
Shortly after those blips appeared on radar screens, the enemy wheeled towards the French coast, increasing speed from 20 to 24 knots. Our ships increased to 30 knots and gave chase.

By 2.19 am range was reduced to 13,000 yards. The *Black Prince* opened up with star shell and her second salvo revealed three Elbings racing for home. The *Haida*, *Athabaskan*, *Huron* and *Ashanti* closed to five miles and opened fire, while the *Black Prince* hung back to provide illumination with her superior range.

The *Ashanti* drew first blood. Her shell explosions were seen through the heavy smoke made by the escaping Germans. Other flashes came through the smoke, but it was impossible to tell which Tribal had scored. The chase continued. Flying Tribals closed the range to 7,300 yards, but couldn't see the enemy for smoke. Radar echoes were



Cdr. Harold Beament re-created the scene of April 29, when HMC Ships *Haida* and *Athabaskan* attacked two Elbing class destroyers and the *Athabaskan* was lost. He has captured the ships at the moment the *Athabaskan* was first hit by a torpedo from an Elbing. (WA-011)



Canadian MTBs helped protect the huge fleet from German E-boats. Cdr. Tony Law painted the boats of his flotilla moving at speed on the fringes of the shipping. (0-5357)

confused by rocky capes that jugged from the coast, now only 12 miles distant. The Elbings were weaving towards their home port of St. Malo.

The *Haida's* radar showed the three blips had decreased to two and, at the same time, the *Black Prince* had a torpedo pass down her port side, apparently from the Elbing that had split from the formation. At 3.25 am the *Haida* spotted the Elbing that had broken away. She turned with the *Athabaskan* following and sent her first salvo crashing into the Elbing's stern. Shells from both Tribals rained into the German, turning her into an inferno.

The *Huron* and *Ashanti* had lost the other two Elbings, so the four destroyers fired torpedos at the flaming enemy, which was still serving her guns through the flames. All torpedoes missed, so the Tribals circled the enemy, pouring shells into her until 4.21 when the *Haida* signalled the *Black Prince*: "Enemy has sunk."

During the melee the *Ashanti* and *Huron* had collided with each other, doing considerable damage. The five ships headed for their home port of Plymouth with battle ensigns flying.

Because of the collision, the *Ashanti* and *Huron* missed the action three days

later, in which the *Haida* and *Athabaskan* caught two Elbings out for the night. The *Haida* crippled, then sank, one of the Elbings, but a torpedo from an Elbing, struck the *Athabaskan* just under "X" turret and sank her.

The *Athabaskan* was the only ship of the 10th Flotilla sunk during the hectic four months that ended August 23, but each of the other destroyers suffered hits at one time or another during those chilling night-time games of hide and seek through French coastal shoals.

ANY ACCOUNT of the invasion of Europe and the part played in it by Canadian forces must surely include mention of the Canadian-manned motor torpedo boat flotillas. There were two such flotillas: the 29th, armed with "shorts", 71½ feet in length and with a top speed of 38 knots, and the 65th, composed of "D" class Fairmiles, slower, longer and more heavily armed than the "shorts".

The two flotillas of RCN motor torpedo boats joined the 10th Flotilla's campaign against enemy surface ships in the channel about mid-May. The 29th and 65th MTB Flotillas were organized in mid-March, but took a month to

bring themselves to fighting pitch. Four boats of the 29th drew the first duty. They were assigned to proceed to the D-Day beaches with two British MTBs, and protect them while volunteers were landed by outboards to lift sample mines from beach defence. They managed to complete their mission undetected and returned with the German mines. What they learned by dismantling of these mines enabled our troops to avoid considerable casualties when D-Day came.

May 2 saw boats of both the 29th and the 65th out in force. Both flotillas had good hunting and they each badly shot up an enemy convoy.

These tiny, fast MTBs combined with the Tribals to put many enemy warships out of action before the Channel became clogged with tempting targets on June 6.

They fought all up and down the Channel, intercepting enemy coastal convoys, duelling with German E-boats, luring German destroyers within the gun range of heavier warships, shooting up escort ships and torpedoing merchant vessels.

Their work carried on into 1945, by which time their field of action had extended along the English Channel into the North Sea. The 29th Flotilla

was practically wiped out by a disastrous fire at Ostend in February 1945, but the 65th continued its patrols until the end of the war in Europe.

TO COUNTER a possible German submarine threat 11 Canadian frigates, nine destroyers, and five corvettes joined a force of British escorts to throw a huge asdic screen across the western approaches to the Channel. They moved to their stations a week before the landings were scheduled and carried out sweep after sweep in some of the world's toughest sub-hunting waters. More about them later.

To make the invasion possible, tremendous numbers of ships had to be concentrated in the Channel ports. Corvettes of the RCN began to play their part in the great Overlord plan as these concentrations built up. Transports, blockships for artificial harbours, and sections of floating pier, all had to be convoyed to their marshalling points, then safely shepherded across the Channel to the beaches. There were 19 Canadian corvettes in the armada of small ships assigned to convoy duty. Some of them had to bring their charges

safely from northern Scotland. Stolid merchantmen had sorely tried the patience of skippers in Atlantic convoys but frustrations increased a hundredfold when concrete barges—floating piers and hulks making their last voyage had to be escorted through those dangerous waters.

The job was not spectacular, compared with the glories of the fighting Tribals, shell-battered landing craft, and speedy MTBs but without the lumbering assortment of floating hybrids, herded to the beaches by Canadian corvettes, Overlord could have failed through lack of a harbour to land supplies.

PERHAPS the most ticklish job Canadian sailors were called upon to perform was the task assigned to our minesweepers. The 31st Flotilla was composed of 14 'sweepers, all Canadian. Attached to British 'sweeper flotillas were six other Canadian ships. British and Canadian 'sweepers were charged with ploughing a clear path through the Channel, speckled with random-sown German mines. Then they had to clear 10 shipping lanes through a dense German minefield that stretched right

across Baie de Seine. That minefield was eight miles deep, the inner edge about 30 miles from the invasion beaches.

Water between that minefield and the beaches was sown again with random mines. Any ship that attempted to cross the minefield took her life in her hands.

The 'sweepers headed towards their deadly job June 4. Shortly after they went to sea, Overlord was postponed from June 5 to June 6, and they were recalled.

June 5 dawned through clearing skies with seas abating. The 31st Flotilla arrived again at their assembly area off the Isle of Wight at 5.35 p.m. They took up sweeping formation immediately and steamed the 40 miles to the edge of the German minefield sweeping random mines as they went.

The 31st entered the German minefield at 7 p.m. They were assigned to sweep one of 10 lanes through which the invasion shipping would pass. In late afternoon the Bangors, which had spent so many tedious years on coastal convoy work, began the operation on which the dreams and hopes of the free world were centred. British shallow-draught launches went ahead of the



Lt. Ed McNally painted HMCS Prince Henry, landing ship, unloading her assault boats off the D-Day beaches. An assault boat already loaded heads for the beach in the foreground and a tank craft dashes past in the middle ground. (HN-1406)

lead 'sweepers in each formation, clearing a narrow belt of mines for the first wedge of the sweep. The over-lapping sweeps cut loose mine after mine, and British danlayers followed the sweeping formations to mark the swept channel with dan buoys.

Shore defences would hear the explosions if swept mines were detonated with rifle fire in the conventional manner, so it had been decided to let the mines drift free, counting on wind and current to carry them away.

Once through the minefield, the 'sweepers were ordered to clear lanes through coastal water to the anchorage the huge invasion fleet would use. Next they were charged with making the anchorage itself free of mines. The final tasks was to sweep lanes for assault boats right to the limit of deep water. This would take them to within a mile and a half of shore.

The operation had been timed so darkness would be over the coast when the 'sweepers came within sight of land.

In pitch blackness the 'sweepers finished clearing the anchorage for transport and bombarding ships. They were 4.5 miles from shore when at 1.05 am on D-Day they turned south and headed for the beaches to sweep for the assault craft.

At 3 am, with the ships a scant 1.5 miles from shore, the moon broke through clouds to bathe the 'sweepers in a ghostly light. Men at the sweeps, gunners and officers on the bridges held their breath, waiting for the boom of shore batteries to blast them from the water at point-blank range.

They were never seen. The moon slid back behind those protecting clouds and the 'sweepers continued their perilous task. They finished at 5.15 am and headed out to sea.

AS THEY REACHED the lanes they had swept to the assault anchorage, the first of the attacking ships met them. They were the first of a fleet of 6,000 ships. When those ships anchored off the beach, packed as close as safety would allow, they made a solid line of ships 60 miles long. They had crossed the Channel on a front 20 miles wide. The steady stream of ships was to continue for more than a month as the Allies built up the strength that eventually crushed Hitler's Fortress Europe.

There were more Canadian sailors in that huge fleet, some of them on board ships which carried Canadian soldiers. The fleet had made an abortive start June 4, only to be recalled in bad weather. Finally at noon of June 5, seven large infantry landing craft of the 260th Flotilla slipped and headed

for their assembly point. The 260th was one of three Canadian LCI(L) flotillas. Four remaining craft of the 260th were held back in reserve. On board the attacking ships were 250 Canadian soldiers and 1,050 British troops, all attached to the 3rd Canadian Division.

Astern of the 260th were 12 ships of the 262nd Flotilla, with 1,946 Canadians and 148 British troops. Seven ships of the 264th Flotilla were there, too, with 1,227 British troops.

The landing ships *Prince David* and *Prince Henry*, heavier and faster, left behind the clumsy landing craft and passed them en route. Each of the "Prince" ships was loaded with Canadian troops and each led her own division of assault ships. The "Princes" each carried a flotilla of assault craft.

All Canadians troops were heading for Mike and Nan beaches in the Juno sector. Craft of the 264th Flotilla, carrying British troops, went to Gold Sector.

With the assault forces were the destroyers *Algonquin* and *Sioux*, both assigned to the bombarding force.

ON THAT FIRST DAY the ships of the biggest fleet ever assembled landed 90,723 troops on the beaches of Normandy. They put ashore 9,989 vehicles, and supplied the troops with 5,507 tons of food and ammunition. The stream of men and supplies moved endlessly across the channel and into the beach

at Normandy. By June 11, 357,000 troops had been landed with 50,228 vehicles and 59,961 tons of supplies. In a month the total reached the staggering figure of a million men landed, plus 200,000 vehicles and 650,000 tons of supplies. About half were American men, supplies and machines. The rest were British, Canadian and free European forces.

The story of how those ships were protected for that long first month is another part of the contribution ships and men of the RCN made in the beginning of the end for Hitler's Germany.

Destroyers, frigates, corvettes and MTBs all shared the important job of providing the screen for the endless stream of ships that turned the Channel into an allied rush-hour highway. Enemy E and R-boats made several attempts to break through and attack but each time they were turned aside.

On June 9 Tribals of the 10th Flotilla engaged a force of two German Narvik class destroyers, one former Dutch destroyer, and one Elbing. They sank one Narvik and damaged the other. They sank the *Tjerk Hiddes* and badly damaged the *Elbing*. HMC Ships *Haida* and *Huron* dogged one Narvik for hours, playing hide and seek through mine fields, then finally pumped salvo after salvo into her, drove her ashore near Ile de Bas, and left her a flaming hulk. This was the only German attempt at a breakthrough in force. The action

Ships that Sailed on D-Day

HMC Ships engaged in operations on the Normandy Coast on D-Day, June 6, 1944, were:

<i>Alberni</i>	<i>Haida</i>	<i>Moose Jaw</i>	<i>Saint John</i>
<i>Algonquin</i>	<i>Huron</i>	<i>Mulgrave</i>	<i>St. Laurent</i>
<i>Baddeck</i>	<i>Kenora</i>	<i>Ottawa (II)</i>	<i>Saskatchewan</i>
<i>Bayfield</i>	<i>Kitchener</i>	<i>Outremont</i>	<i>Sioux</i>
<i>Calgary</i>	<i>Kootenay</i>	<i>Port Arthur</i>	<i>Skeena</i>
<i>Camrose</i>	<i>Lindsay</i>	<i>Port Colborne</i>	<i>Summerside</i>
<i>Cape Breton</i>	<i>Louisburg (II)</i>	<i>Prince David</i>	<i>Swansea</i>
<i>Chaudiere</i>	<i>Lunenburg</i>	<i>Prince Henry</i>	<i>Teme</i>
<i>Drumheller</i>	<i>Matane</i>	<i>Prescott</i>	<i>Vegreville</i>
<i>Gatineau</i>	<i>Mayflower</i>	<i>Qu'Appelle</i>	<i>Waskesiu</i>
<i>Grou</i>	<i>Meon</i>	<i>Regina</i>	<i>Woodstock</i>
<i>Guysborough</i>	<i>Mimico</i>	<i>Restigouche</i>	

29th MTB Flotilla: MTBs 459-466;

65th MTB Flotilla: MTBs 726, 727, 735, 736, 743, 744, 745, 747, 748;

260th LCIL Flotilla: LCILs 117, 121, 166, 177, 249, 266, 271, 277, 285, 298, 301;

262nd LCIL Flotilla: LCILs 115, 118, 125, 135, 250, 252, 262, 263, 270, 276, 299, 306;

264th LCIL Flotilla: LCILs 255, 288, 295, 302, 305, 310, 311;

528th Assault Flotilla: LCAs 736, 850, 856, 925, 1021, 1033, 1371, 1372;

529th Assault Flotilla: LCAs 1057, 1059, 1137, 1138, 1150, 1151, 1374, 1375.



Cdr. Harold Beament painted the scene on board a Canadian landing ship while the first casualties were being returned to the ship. (HN-1628)

broke the back of German attempts to attack ships which supplied the invading forces.

On June 7 HMC Ships *Qu'Appelle*, *Saskatchewan*, *Skeena* and *Restigouche*, part of the force assigned to keep U-boats out of the Channel, made a good submarine contact about 45 miles northwest of Ushant. The submarine fired acoustic torpedoes at the destroyers, played hide and seek through shoals of fish, twisted through tidal currents and finally escaped by running submerged into the areas where the *Haida* and *Huron* were operating. The Tribals were after bigger surface game and the sub-chasing destroyers were ordered to keep clear of the area lest they get shot up by accident.

The 24-hour chase saw the submarine fire eight acoustic torpedoes at the attacking Canadian destroyers, not one of which damaged them, thanks to CAT gear trailed astern.*

* The CAT gear (Canadian Anti-Acoustic Torpedo gear) was a noise-making device towed astern to deflect the sound-guided torpedoes away from the ship's propeller.

A week later the four sub-hunting partners again ran afoul of the *Haida* and *Huron*. They were illuminated by the Tribals' star shells in the dead of night. There was more than one sigh of relief when friendly greetings were exchanged, instead of explosives.

During the time when D-Day shipping was vulnerable, coastal command aircraft sank six submarines and damaged seven others. Surface ships sank four and damaged an undetermined number. The *Haida* and *Eskimo* registered one of these surface kills June 23 after a Coastal Command Liberator led them to a surfaced U-boat.

JUNE 26 the Germans made another attempt to attack the massed shipping. HMCS *Gatineau* and HMCS *Chaudiere* broke up a strong E-boat attack and claimed one as a probable kill when the flash of hitting high-explosive shells came through the enemy's smoke screen.

Canadian MTBs had been assigned to protect the flanks of the huge column of shipping from E-boat attack during

and immediately after the landing. Later they were turned loose against German coastal shipping moving supplies and troops along the coast. On June 22 MTBs 748, 727, 745 and 743 of the 65th Flotilla got into a large German convoy and sank several ships and escorts. In the action 745 got a shell in the engine, but managed to repair it then limp home with her sister boats screening her.

MTBs 459, 465, 460, 466 and 464 had been armed with depth charges instead of torpedoes in case the Germans brought their new, fast, small Walther submarines into action. The switch frustrated the boys of the 29th Flotilla, because they never saw a Walther boat (the Germans never got them into production). Several times the 29th became involved with two Elbing class destroyers. With no torpedoes, all the MTBs could do was lead the Elbings away from transport shipping concentrations. Finally MTB 464 was re-equipped with torpedoes and another chance to use them against the Elbings came. The MTBs were frustrated again

when British destroyers showed up. The 29th had to retire and give the bigger ships a clear field.

As the days wore on, German attempts to challenge allied power in the Channel became less frequent and port after port fell to the Allies in Europe. The English Channel and the western approaches became truly Mare Nostrum.

BY SEPTEMBER the Allied forces were almost unopposed by surface ships in the Channel and approaches but the freedom of those waters had been brought with the death of many fine men and ships.

Although losses occurred during the invasion period, so well had the work of preparation been done, so thoroughly had enemy ships been harassed, gun emplacements pounded and mined areas swept, the Royal Canadian Navy suffered no ship losses on D-Day itself, apart from small assault craft, holed and battered by beach obstructions.

The first major loss of the invasion was that of the *Athabaskan*, mentioned above. The next loss within the invasion area (the frigate *Valleyfield* was torpedoed and sunk off Newfoundland a few days after the *Athabaskan's* loss)

was the Canadian motor torpedo boat 460, mined in the English Channel on July 2, with the loss of 10 lives. Four men were injured when MTB 463 was mined and sunk on July 8.

HMCS *Matane*, a frigate, was hit by a glider bomb in European waters on July 20 but made port.

On August 6, the corvette *Regina* was sunk in the Bristol Channel with heavy loss of life and 15 days later another corvette, the *Alberni*, was mined or torpedoed, also with casualties.

Canadian minesweepers long operated in dangerous waters but it was not until October 7, 1944, that they suffered their first casualty when HMCS *Mulgrave* was damaged by a mine off Le Havre but did not sink.

A disappointed group of officers and men on D-Day was the RCN's Beach Commando, an outfit that had been training for months among the rugged hills of Scotland, running assault courses, cooking, eating and sleeping in the open, crashing ashore from assault craft on rugged beaches and shrugging off the noise of thunder flashes and screeching bullets.

They had trained hard for the invasion but they were not called on to join

the first wave. They did, however, go ashore on July 9 and for many weeks helped to supervise beach traffic. They were the trouble shooters and traffic police who guided landing craft to safe stretches of beach and directed men and equipment to their destinations. They looked after the return traffic, too—the wounded and prisoners of war.

They set up living quarters in abandoned enemy bunkers and gun emplacements, quarters they sometimes had to reach by skirting areas still posted with skull-and-crossbones signs that read "Achtung! Minen!" where the German minefields were still uncleared.

It was a rough life but one for which their training in Scotland had prepared them well and one Ontario sailor waved any suggestion of hardship aside with: "It's just like a glorified camping trip."

D-DAY, Operation Overlord, was truly the end of the beginning. Canadians everywhere can remember with pride the 10,000 men in their little ships of the RCN who played such a vital part in making sure Overlord, the end of the beginning, turned into the beginning of the end.



Ldg. Sea. Winston Haggett presents a cheque to Brigadier A. Pitcher, Provincial Secretary, Salvation Army, on behalf of the ship's company of HMCS Avalon. Also shown are Lt. E. W. Rowe, representing the commanding officer, Avalon, and Captain J. Gerard, public relations officer for the Salvation Army. The Salvation Army was one of five organizations in the St. John's area wholeheartedly supported by Avalon, headquarters of the Canadian Naval Commander, Newfoundland. On the paying-off of Avalon on March 31, a final donation was made to all five organizations, closing out the establishments' Central Charities Fund. (NFD-8248)

OFFICERS AND MEN

RCN's First Chaplain Of Fleet Is Dead

The death occurred in Toronto on April 10 of the Rt. Rev. G. A. Wells, the Royal Canadian Navy's first Chaplain of the Fleet (P).

Born in Newfoundland in 1877, Bishop Wells had served in three wars. He was a trooper in the Canadian cavalry regiment in the South African war and was the first chaplain to go to France from Canada in the First World War.

At the outbreak of the Second World War, Bishop Wells was Principal Chaplain to the Canadian Armed Forces. Early in the war he interested himself in the naval chaplain service and recommended the appointment of the first naval padres to enter the RCN in January 1941. Before that time Army chaplains had served the Navy.

With the application of the 60-year limit for officers in the Canadian Army to the chaplain service, Bishop Wells retired with the rank of brigadier and was immediately asked by the Navy to become Chief Chaplain, a post he assumed on November 1, 1943. The title was changed later to Chaplain of the Fleet.

Bishop Wells left the naval service on December 1, 1945, and was succeeded

SACLANT Deputy Visits Halifax

Vice-Admiral I. W. T. Beloe, RN, Deputy Supreme Allied Commander Atlantic, arrived at HMCS *Shearwater* on Tuesday March 17, for a five-day visit.

Vice-Admiral Beloe began his official activities on March 18 when he was received by Rear-Admiral Jeffry V. Brock, Canadian Maritime Commander Atlantic. Later Vice-Admiral Beloe visited Maritime Command Headquarters and met members of the RCAF Staff College. He next visited *Shearwater*, then inspected the destroyer escort *Assiniboine*. He also met Royal Navy officers from two submarines of the Sixth Submarine Division based at Halifax, following which he was a guest at a dinner at Government House.

After further briefings and inspections, Admiral Beloe left by air March 23 for Norfolk, Va.



Captain G. C. Edwards, commanding officer of HMCS *Shearwater*, presents the Gordon Mowatt Memorial Trophy to Sub-Lt. Ronald Bauder during ceremonial divisions. The annual award is for the sub-lieutenant most improved in flying during the year and was established by the Montreal parents of the late Sub-Lt. G. L. Mowatt, who died while flying from the carrier *Bonaventure* in 1959. Sub-Lt. Bauder, who is in Helicopter Utility Squadron 21 at *Shearwater*, has also flown from the *Bonaventure* (DNS-31317)

by Rev. E. G. B. Foote, who is now chaplain General of the Armed Forces of Canada.

The following message was sent to Mrs. Wells by Vice-Admiral H. S. Raynew, Chief of the Naval Staff:

"It was with deepest regret that I learned of the passing of our first Chaplain of the Fleet.

"On behalf of his friends and admirers in the Royal Canadian Navy, including the Naval Board and myself, I would like to offer sincerest sympathy to you and your family."

Captain Monteith Heads Project

Captain Rolfe G. Monteith was appointed Director Hydrofoil Development at Naval Headquarters on April 27. He was promoted to his present rank on taking up the appointment.

Captain Monteith had been serving on the staff of the Flag Officer Atlantic Coast in Halifax.

Born in Chatham, Ont., Cdr. Monteith entered the RCN as a naval cadet in 1941 at Ottawa. He took initial train-

ing with the Royal Navy in the engineering branch. He also qualified as an air engineer.

Since then he has served in air engineering appointments at Naval Headquarters, in the aircraft carrier *Magnificent* and at *Shearwater*.

He was engineering officer of the destroyer escort *Sioux* for a year from October 1952. In November 1962 he became squadron technical officer of the Fifth Canadian Escort Squadron based at Halifax. From that appointment he joined the staff at Atlantic Command headquarters there.

In his hydrofoil appointment at headquarters, Cdr. Monteith will serve under the Director General Ships.

Common Uniform Some Distance Off

The introduction of a common uniform for the Canadian Armed Forces is still some distance into the future, according to Hon. Paul Hellyer, Minister of National Defence. In a statement in the House of Commons in April, the minister said:

"In view of the press stories now circulating on the subject of a new uniform for the unified defence force of the future, I felt it would be advisable to say a few words on the subject.

"It is true, as the press has reported, that the Department of National Defence considers July 1, 1967, as 'acceptable as a target' for the unification of the three forces. I have said in the past that the integration-to-unification process would take approximately three to four years.

"On the subject of uniforms, however, it will be some time before we start considering this matter. In the meantime, there are more urgent tasks to be undertaken: a planning group is now working out the plans for the new single defence staff; once legislation has been passed and the single defence staff is in existence, it will start to work on the formation of the headquarters organization, followed by the integration of field command organizations. So there is much work to be done before consideration can be given to such subjects as uniforms. I have no doubt, however, that the new defence staff will eventually study this matter, particularly the problem of utilizing present investments, and also the preservation of valued traditions. I am well aware of the great pride that Service personnel, both regular and reserve, have in their uniforms, and there will be no decision taken without full consideration of all the factors involved."

Lt.-Cdr. Bowditch In Sea Cadet Post

Lt.-Cdr. William W. Bowditch was early this year appointed Commander Sea Cadets on the staff of the Commanding Officer Naval Divisions at Hamilton. Since Sept. 1960, he had been Area Officer Sea Cadets in Victoria. He succeeded the late Cdr. Kenneth E. Grant.

Lt.-Cdr. Bowditch entered the RCN at *Naden* in 1936 as a boy seaman and later qualified as a gunnery specialist. He received his commission in 1943 and was promoted to his present rank in 1956.

As Commander Sea Cadets, Lt.-Cdr. Bowditch is responsible for the training and equipment of all Sea Cadet Corps across Canada in liaison with the Navy League of Canada.

Admiral Mainguy Moving to Coast

Vice-Admiral E. R. Mainguy, who was Chief of the Naval Staff before his retirement from the RCN in January, 1956, stepped down at the end of April



During a general drill held recently by HMCS Granby, clearance diving depot ship at Halifax, a furiously fought event was the inter-department "Zodiac" race, won by the divers, one of whom is shown catching a monumental crab. The evolutions found engineers dressed in standard driving dress, supply types making back splices and divers engaged in unfamiliar duties.

as president and general manager of the Great Lakes Waterways Development Association.

Chief spokesman of the association for the past three years, Admiral Mainguy intends to take up residence at the West Coast. He was born at Chemainus, B.C., on Vancouver Island, and entered the Royal Naval College of Canada at Halifax in 1915. He became Chief of the Naval Staff on December 1, 1951.

Admiral Mainguy has been succeeded as head of the Great Lakes Waterways Development Association by Stuart Armour, of Toronto, who has been chairman of the executive committee of the association for the past three years.

Captain Knox Heads Intelligence

Captain Donald W. Knox had been promoted to his present rank and appointed Director of Naval Intelligence at Naval Headquarters.

Captain Knox entered the war-time RCNVR as an ordinary seaman in 1941, and after selection for officer training qualified as a naval pilot. Later he commanded RCN Air groups and squadrons operating from the aircraft carrier *Magnificent* and the naval air station, HMCS *Shearwater*.

In August 1957 he was appointed to Moscow as Naval Attaché on the staff of the Canadian Ambassador to the USSR and on his return to Canada be-

came Commander (Air) in HMCS *Bonaventure*. Following this appointment Captain Knox commanded the destroyer escort HMCS *Columbia*, based at Halifax.

Since April 1963 he has served on the staff of the Commodore Personnel Atlantic Coast.

Lanark Has New Captain

Lt.-Cdr. Francis J. P. French has been appointed in command of the frigate *Lanark* at Halifax.

Lt.-Cdr. French attended Melville, Sask., high school and Regina College before entering the RCNVR in 1942.

Before taking command of the *Lanark*, Lt.-Cdr. French was Assistant Staff Officer communications to the Flag Officer Atlantic Coast.

Lt.-Cdr. Jackson Buckingham CO

Lt.-Cdr. Norman S. Jackson has been appointed in command of HMCS *Buckingham*, based at Halifax.

Lt.-Cdr. Jackson, a graduate of Royal Roads Naval College, entered the RCN as a cadet in 1943. He later qualified as a specialist in navigation/direction and was navigating officer of HMCS *Haida* during the destroyer escort's tour in the Korean war theatre. He commanded the Halifax based coastal minesweeper *Thunder* from 1959 until 1962.

West Coast Fire Losses Kept Down

Losses due to fire at shore facilities of the Pacific Command totalled \$64.35—less than 18 cents a day—for the 12 months ending last October 1.

Under the protective eyes of the naval firefighters are 6,464 acres and a total of 1,011 buildings, many of them multiple units.

Fire losses for the previous year were \$120.

Figures such as these reflect the fact that to the firefighters of the naval service, every week is "Fire Prevention Week".

During the official observance, however, "stop" signs throughout the Esquimalt area carried another sign, a brilliantly colored maple leaf bearing the message: "Stop Fires Too!"

Pleased with the week's special activities were Lt.-Cdr. Gordon Ball, Command Fire Chief, and his deputy, Fire Captain Gordon Morrison.

"The success of our operations here," remarked the fire chief, "is due in no small measure to the excellent co-operation the department has enjoyed with all personnel of the Pacific Command."

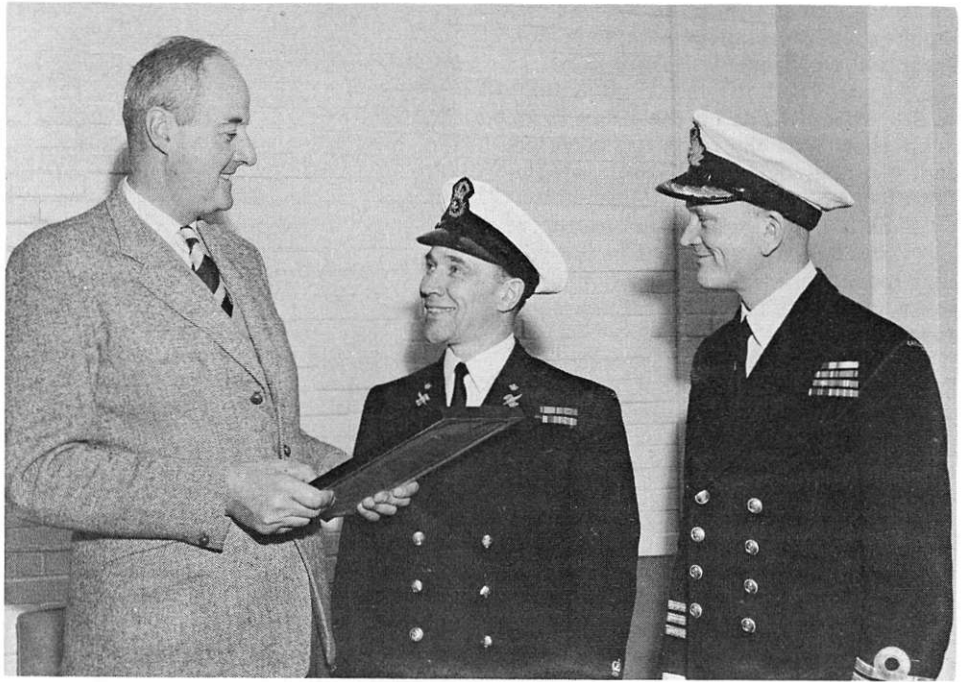
Ajax Mayor Guest At Commissioning

The town of Ajax, Ontario, was represented by its mayor at Birkenhead, England, recently when the new Leander class general purpose frigate HMS *Ajax* was commissioned in January at the shipyard of Messrs. Cammell Laird and Co.

Ajax adopted its name in 1949 to commemorate the men who fought in the cruiser *Ajax* at the Battle of the River Plate. Town streets are named after officers and men who took part in the historic action which ended in the scuttling of the German pocket battleship *Admiral Graf Spee* at the entrance to Montevideo harbour on Dec. 17, 1939.

Trophies from the cruiser, including a silver cup presented to the ship by her officers in 1938, and a nameplate from the quarterdeck, and souvenirs of the battle have been presented in the past to the town. The cruiser was scrapped in 1949.

W. A. Parish, the mayor of Ajax, and his wife, headed the list of official guests present when the new *Ajax* was accepted into service. Another guest was



Cdr. Bruce Oland, chairman of the Eastern Claims Committee, RCN Benevolent Fund, presents a certificate of appreciation to CPO James Sinclair Bazley, in recognition of his valuable service to the naval benevolent fund. CPO Bazley, who is retiring after 25 years' naval service, has been HMCS Stadacona's representative to the Fund and will continue to be a member of the claims committee, future civilian employment permitting. On the right is Cdr. W. D. F. Johnston, executive officer of the Halifax shore establishment. (HS-74142)



The first RCN recruits to be attested at the Navy's new Halifax recruiting office, 5 Terminal Road, are sworn in by Lt.-Cdr. B. N. Weber, Area Recruiting Officer. Left to right are Francis McNeil, David Marriott and Kenneth Kinnie. (HS-74131)

Admiral Sir Charles Woodhouse, who commanded the *Ajax* in battle, and Lady Woodhouse.

The Leander class frigate *Ajax* is the eighth ship of the name in the Royal

Navy. Ships of her class have a standard displacement of some 2,000 tons, an overall length of 372 feet and a beam of 41 feet. They are powered by geared steam-turbine machinery.

SHIPBUILDING IN CANADA

The accompanying article on shipbuilding in Canada has been taken from an address by Commodore S. M. Davis, Director General Ships, to the Manitoba United Services Institute on February 18.

Commodore Davis was a member of the Royal Corps of Naval Constructors from August 1940 until October 1964. His war experience including service on board the battleship HMS Rodney as damage con-

trol officer when the Rodney took part in the search and sinking of the Bismarck in May 1941.

Shortly after coming to Canada in January 1950, Commodore Davis entered the RCNR in Montreal. He joined the staff of the Naval Constructor-in-Chief in July 1953. He was appointed Director General Ships at Naval Headquarters in April 1961 and was promoted to the rank of commodore on March 10, 1962.

FOR THE PAST 12 years naval shipbuilding has been a dominant factor in the development of the Canadian shipbuilding industry. Before then the industry had played a quite heroic role during wartime. However, although its war-time size was large and dedication dramatic, its skills were not correspondingly impressive. This was principally because the industry was confined to the production of relatively simple ships.

The 1950s brought an important transition in the industry as a result of the Government's decision to build destroyer escorts of the most advanced design in the world: the modern destroyer escort is a highly-sophisticated vessel combining the finest developments in the engineering, electronics and shipbuilding fields.

During this transition period the industry at all levels developed its abilities to handle new and advanced naval requirements. There was a major change in management approach and attitude. Technical skills were developed to high levels. Impressive advances occurred in planning, administration, co-ordination and costing. This transition was slow and at times discouraging but it did result in a much more efficient method of determining the actual cost of a vessel.

The results can be measured. Destroyer escorts commenced in the early part of this period took around 3,000,000 man hours to complete and well in excess of five years. Destroyer escorts recently completed have taken more than 1,000,000 man hours less for a comparable ship. In the last four destroyer escorts completed, dramatic savings have been achieved with completion right on schedule.

IT IS A COMMON ERROR to measure the shipbuilding industry purely in terms of shipyards. The Canadian

shipbuilder is basically the assembler of the products of others. This is not said to depreciate his role, since his responsibilities in the field of naval architecture, engineering, production and assembly are impressive. Rather, it is intended to demonstrate the breadth of shipbuilding.

The modern warship represents about 10,000 classes of items. The range of these components is dramatic, from dish-washing equipment to variable depth sonar; from insulation equipment to aluminum superstructure; from massive steam turbines to fractional HP motors. It uses the facilities of major companies and small scale proprietors. Companies like Canadian Westinghouse, John Inglis and Canadian General Electric participate in a major way; small facilities in Quebec and the Maritimes also contribute. It is interesting to note that a major Canadian manufacturer of propellers is

located many hundreds of miles from the sea, at Owen Sound.

Naval shipbuilding is thus a vivid example of an industry that generates activity in a vast range of other fields. Few, if any, industries have a broader impact on related industrial fields.

Of the industry generally—and indeed its products—I can assure you Canada has nothing to be ashamed of. Our costs may be high, but this is almost entirely a reflection of our cost of living. In productivity, ability and general efficiency, while there is always room for improvement, ours do not suffer by comparison with other world shipyards.

SINCE 1955 we have been producing an average of two DDEs annually. We will have 20 of these by mid-1964. Superficially, these bear considerable resemblance to one another, but progressive improvements have been made. It is now about mid-life for the first vessels, a time to review their usefulness and bring them up to date. We have therefore proceeded with a modernization program for the 205 (St. Laurent Class) which commenced with the conversion of HMCS Assiniboine.

In considering the modernization of our anti-submarine vessels, we took into account the importance of the helicopter in the field of anti-submarine warfare and accordingly have fitted these vessels with a helicopter flight deck and associated facilities, and with a variable depth sonar. The latter is a recent equipment which has been largely Canadian in concept and development. It consists of a towed sonar set which can be lowered through the thermal layers of the ocean so as to detect submarines which previously could hide in or below the various temperature strata of the water. The last of the 205 conversions is to complete early in 1966.

In addition to the conversions, we are building two new vessels, with the



COMMODORE S. M. DAVIS

same configuration, which will be commissioned in 1964. These vessels are of 2,858 tons deep-load displacement. They are 366 feet overall. In order to provide for the helicopter hangar, and for a smoke-free flight deck, it was necessary to have twin funnel uptakes. A CHSS2 Sea King anti-submarine helicopter will be carried and housed in the hangar immediately abaft the funnel. The variable depth sonar will be operated from a well-deck aft.

Within their time scale we consider the 205 class among the best in the world. With our modernization program, we hope that they may maintain their position as anti-submarine units as effective as any within or without the NATO Alliance.

A PROJECT which has been engaging our attention since 1958 is that of the requirement to provide for the replenishment of our fleet at sea. In 1958 the Naval Staff established the requirement for a vessel capable of effecting the replenishment of ships at sea with petroleum products, stores and provisions and for providing logistic support by replacing helicopter and A/S missile and gun ammunition, and certain high-usage material. The ship has to be capable of performing these tasks in heavy weather and at high speeds and of accepting two DDEs simultaneously.

HMCS *Provider* was laid down in Lauzon, Quebec, in July, 1961. She commissioned in September last and has a complement of nine officers and 150 men. She is a vessel of 20,000 tons displacement. Her overall length is 551 feet and her length on the water-line 533 feet with a normal draught of 30 feet. She is propelled by a Westinghouse steam turbine producing 21,000 shaft horsepower (SHP) driving a single shaft. Her endurance is 5,000 miles.

My department has in hand one major project in which the Navy is directly interested and two in which we have an indirect interest through the Defence Research Board. Perhaps the most exciting of these projects is the hydrofoil. Many nations are investigating the potential of this type of craft in which we in Canada have some reasonable experience.

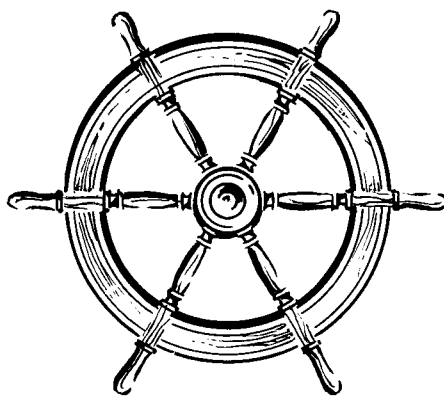
Concurrently with the Canadian work, the United States Navy has also conducted a hydrofoil development program. The basic difference in Canadian and American research programs are in the size of the craft and in the foil systems employed.

The proposal for the Canadian vehicle arose from the Naval Research Estab-

lishment in 1960 and the design has been the subject of a very great deal of experiment and computer analysis. For RCN use the vessel must be capable of all-weather, open-ocean use.

Plans call for delivery of this craft in 1966 for evaluation in Halifax, first as a vehicle and subsequently, with its fighting equipment, as an operational unit of the fleet.

This is a particularly demanding project in which we have the assistance of at least 10 different research laboratories in Canada, the United States and Great Britain. Here is an indication that we are working at the boundaries of knowledge and in many ways Canada is pioneering in this difficult subject. The whole program is being managed by computer techniques and, while we expect a good many headaches, we are soberly confident.



IN ADDITION to the hydrofoil, two other projects for the Defence Research Board are engaging our attention.

The first is an oceanographic research vessel, designed by my department for the Pacific Naval Laboratory. Although the PNL will be the prime users, the Pacific Oceanographic Group will use it for fishery research, Mines and Technical Surveys people will use it for seismographic work and the University of British Columbia will use it for general oceanographic research. We have, in our design, tried to cater for all of these users.

The vessel will have a deep displacement of 1,564 tons and a length of 236 feet overall. The main propulsion will be diesel electric, and the ship will have a range of 10,000 miles at 12 knots and a top speed of 16 knots.

It is intended that the vessel be able to operate in ice, and to that end it has been designed to Lloyd's Class 3 Specification. Twin screws and twin rudders will provide high manoeuvrability and enable the ship to turn within 2½ times her own length. The crow'snest will be

fitted with engine and steering controls for navigation in ice.

A bulbous bow has been incorporated in the design to reduce pitch, and anti-roll tanks will be installed. A large articulated five-ton crane forward will be so fitted as to permit the jib head to be lowered to the water, thus reducing the amount of swing on scientific instruments. Two additional Austin-Weston telescopic cranes each of nine tons capacity will also be fitted. Two oceanographic winches each capable of holding 30,000 ft. of 5/16 inch wire, two bathythermograph winches and a deep-sea anchoring and coring winch are included in the equipment. Noise will be reduced to a minimum by acoustic insulation in the machinery spaces and by the fitting of noise-reducing propellers.

This vessel will satisfy a very urgent need for a Canadian oceanographic vessel, particularly for work in our northern waters.

The second task on which my department is working for the Defence Research Board is the design of a vessel for the Naval Research Establishment on the East Coast.

This ship is required to conduct acoustic, hydrographic and general oceanographic work, particularly as it relates to anti-submarine warfare and is to be capable of operation in heavy ice in company with an icebreaker.

The vessel will be 252 feet overall, with a displacement of 2,000 tons. The power will be diesel-electric driving two shafts, and we plan an endurance of 8,000 miles at 12 knots and a top speed of 16 knots.

I HAVE ONLY discussed ships built in Canada. However, the RCN is acquiring three Oberon class submarines and these are being built for our navy in Britain. The first one, launched February 29, will commission in September 1965. The second will commission in the middle of 1967 and the last in 1968. These are modern, conventionally-powered submarines and we will use them in the Atlantic in peace time to train our anti-submarine warships and aircraft in their trade. During an emergency they can readily turn to operational duties.

It is fashionable these days to be critical of the Navy and of the Armed Forces generally. We acknowledge a lack of perfection and we doubt its existence in our critics. We are not in despair, neither are we at our wits' end, and if tomorrow brings a completely different set of problems, we have the enthusiasm and willingness to tackle them to the very best of our ability.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Bonaventure

When HMCS *Bonaventure* arrived at Famagusta, Cyprus, March 30, she concluded a month that will be long remembered by her officers and men. During this month a mark was set that she will probably never equal nor break. The *Bonaventure* steamed 8,800 miles during the month of March. This is 3,269 miles more than her previous high set in May 1960.

The month began in the Gibraltar area where the "Bonnie" was involved in Exercise Magic Lantern. She was withdrawn from the exercise March 7 and returned to Canada to pick up troops and vehicles for the Canadian Cyprus Contingent. She arrived in Halifax March 13 and sailed for Cyprus March 18.

In the period between Sept. 25, 1963, when she sailed for fall exercises and March 30, 1964, when she arrived in Cyprus, the *Bonaventure* steamed 30,392 miles. This distance is greater than a trip around the equatorial circumference of the earth plus a side trip along the entire Canadian-U.S. border.

NAVAL DIVISIONS

HMCS Catarqui

A long association with the naval reserve ended on April 24 with the retirement of Lt.-Cdr. Wallace R. Berry, of HMCS *Catarqui*, Kingston naval division.

Lt.-Cdr. Berry attended Queen's University from 1937 to 1942 and joined the RCNVR on April 24 of the latter year as a sub-lieutenant (special branch), specializing in anti-submarine work.

Following demobilization he joined *Catarqui* and continued to serve there as an officer of the RCNR from Nov. 14, 1946, until his retirement on April 24 of this year. He was promoted to his present rank in 1955.

During his years at *Catarqui*, Lt.-Cdr. Berry served as information officer and as staff officer, enlistment and release. In addition to actively publicizing the Navy in Kingston, he assisted as an information officer on many occasions at the Great Lakes Training Centre, in Hamilton, and at annual naval veterans' reunions.

In civilian life, Lt.-Cdr. Berry is a photographer. After the war he worked with Associated Screen News until 1947 when he set up his own portrait photography business in Kingston.

HMCS Scotian

As so neatly phrased by the Chief of the Naval Staff, what was to have been a wake turned out to be a celebration.

Officers of HMCS *Scotian*, together with their many distinguished guests, foregathered at HMCS *Stadacona* on February 28 to mark the re-birth of the naval division.

Scotian, along with some other divisions across the country, had been scheduled to pay off for the last time in March and officers of the Halifax establishment planned a mess dinner for February 28 to mark the end. However, it was subsequently decided that *Scotian* and *Malahat* would remain in commission.

Distinguished guests included His Honour H. P. MacKeen, Lieutenant-Governor of Nova Scotia; Rear-Admiral Jeffry V. Brock, Flag Officer Atlantic Coast; Major-General R. W.

Moncel, GOC, Eastern Command, Canadian Army; Air Commodore Fred Carpenter, AOC, Maritime Air Command; Commodore R. L. Hennessy, Commodore Personnel Atlantic Coast; Major Charles A. Vaughan, of Halifax, and Mayor Joseph Zatzman, of Dartmouth.

Cdr. Bruce S. C. Oland, commanding officer of *Scotian*, read a message from the Chief of the Naval Staff as follows: "I am sorry that I am unable to be present at your mess dinner tonight. I rejoice with you that it can now be a celebration instead of a wake. Since its inception as *Haligonian* in 1925, your reserve division has made a notable and effective contribution to the naval effort both in war and peace. It is good to know that *Scotian* will continue to be ready to proceed whenever required. To Cdr. Oland, Officers and Ship's company of HMCS *Scotian*, best wishes and smooth sailing."

The evening was highlighted by the presentation to His Honour of a framed photograph of the ship's company of *Scotian* by Cdr. Oland. Photographs were also presented to other guests. Cdr. D. P. Brownlow, executive officer of *Scotian*, presided.

RCN Sympathy Appreciated

The following letter was received by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, from His Excellency, the Australian High Commissioner to Canada, D. O. Hay:

"Ever since the sad news came through of the *Voyager* tragedy, I have received a steady flow of warm messages of heartfelt sympathy from the Royal Canadian Navy.

"In many cases your officers and men have also made exceedingly generous donations to the Relief Fund for the families of the officers and men of HMAS *Voyager* who lost their lives in the tragedy. These donations have been paid into the HMAS *Voyager* Dependent Relief Fund.

"I have, of course, written to the commanding officers of the stations from which messages and donations have come. I should be most grateful if my deep appreciation could be made known to the RCN more generally.

"Gestures such as these, in time of distress, show how quickly the armed services of our countries respond to one another's needs. They show, too, how enduring is the friendship between our two countries."

SEA CADETS

RCSCC Woodstock

Harold Kessler, past president and organizer of the Navy League of Canada, Woodstock, Ont., branch, was honoured by the league for his 22 years of work on behalf of sea cadets.

Mr. Kessler, who joined RCSCC *Quinte* in 1942 as a cadet, has been associated with the sea cadets since then. He left the cadets as a lieutenant in 1948.

He came to Woodstock in 1956 and took part in the organization of RCSCC *Oxford* (now RCSCC *Woodstock*). The name was changed to honour that of the *Woodstock*, Second World War corvette.

A Navy League scroll was presented to Mr. Kessler by Lt.-Cdr. W. W. Bowditch, Commander Sea Cadets, Lt.-Cdr. Bowditch was on his first visit to Woodstock. He was accompanied by Sub-Lt. Philip Levey, Western Ontario area cadet officer.



Sheltered by the barren rocks of Baffin Island is the trim Hudson's Bay post at Lake Harbour settlement. An Eskimo village is nearby. All pictures were taken by Lt.-Cdr. Croal.

THE WORST ICE YET

ONCE AGAIN it was my good fortune to serve as naval observer in the Canadian Coast Guard Icebreaker *John A. Macdonald* during the 1963 Arctic supply operations.

More than 100,000 tons of cargo were delivered to 50 Arctic and sub-Arctic outposts, despite the fact that ice conditions in certain areas were the worst on record. This reflects great credit on the seamen, who manned the landing barges, and the ships' captains, who were subjected to more than normal strain by the hazards of the relentless ice.

A total of 19 Coast Guard vessels, including seven icebreakers, plus about 20 commercial ships, eight of them under charter to the Department of Transport, took part in the supply operations. For the most part they worked

in convoy, with the icebreakers leading the way through the heavy ice fields.

It was apparent when the first north-bound ships reached Hudson Strait in late July that a difficult season lay ahead. Before the shipping season was finished the Arctic ice had wrought vengeance on a number of Coast Guard ships, including the powerful *John A. Macdonald*, which suffered dented bow plates. All were able to continue with their duties, however, excepting three small shallow-draft ships which were forced to undergo emergency repairs in the Arctic and later were towed south for drydocking and repairs. One of these, the CCGS *Nanook* was a near loss.

Delivery of cargo and personnel bound for, or returning from, some of

the Arctic outposts was delayed a week and more while the ships awaited a favourable change in the wind to move the ice and open up channels. Due to ice, lateness of the season and commitments still to be met, the *John A. Macdonald* cancelled her trip to Tanquary Fiord on northwest Ellesmere Island to deliver cargo to the Defence Research Board's scientific base and landed this cargo at Eureka weather station instead.

Even in Hudson Bay ice conditions were worse than in past years but, with routing advice and icebreaker support provided by the Canadian Coast Guard, shipping moved freely throughout the season. The wheat export from Churchill totalled 22,864,100 bushels, establishing a new record, and 48 vessel loadings were recorded.

Dull overcast skies that kept pack ice from melting and a shift in the general direction of the wind were factors making ice conditions the worst on record in some parts of the Arctic in 1963. This gave considerable satisfaction to the RCN's old Arctic hand, Lt.-

Cdr. J. P. Croal, who had previously seen the icy northern seas at their best. Not everyone who made the journey would speak of the opportunity to go north as a stroke of "good fortune", as Lt.-Cdr. Croal does in his account of last summer in the Arctic.

The scientific and charting program normally carried out by the icebreakers was greatly curtailed this year due to the heavy concentration of ice. However, on the bright side, the ex-RCN icebreaker CCGS *Labrador*, of North West Passage fame, pushed north into Kennedy Channel between Ellesmere Island and Greenland to latitude 81° 16' north, the furthest north point yet reached by a Canadian ship in that area.

While the Eastern Arctic supply task was under way, the Victoria-based Coast Guard icebreaker *Camsell* escorted supply ships in the Western Arctic and contributed to the hydrographic program.

To summarize the ice situation in 1963, the Western Arctic appears to have been reasonably open to shipping, Lancaster Sound and Barrow Strait and most of the Archipelago had the worst conditions yet recorded, the eastern side of Baffin Bay and Davis Strait up as high as Kennedy Channel was open to shipping whereas the east coast of Baffin Island was heavily consolidated all season, Hudson Bay and strait was later in clearing but was open to shipping as usual.

I joined CCGS *John A. Macdonald* in Montreal on July 17 where the ship was loading cargo. Due to delays caused by shifting the ship to various loading sheds and in cleaning fuel storage tanks, we did not sail for the Arctic until July 20.

The usual fog and rain, with some icebergs, were encountered along the Labrador coast and our first pack ice was encountered as we crossed the head of Ungava Bay on July 26.

The remainder of July and early August was spent delivering cargo to settlements in Hudson Strait and carrying out escort duties along the east coast of Baffin Island, where extremely heavy ice was encountered.

After a brief stop at Thule, Greenland, to load cargo, the *Macdonald* proceeded to the entrance of Lancaster Sound to rendezvous with shipping bound for Resolute Bay on Cornwallis Island. On August 10, off the entrance to Lancaster Sound, we joined the *Federal Pioneer*, a chartered cargo vessel, not ice-strengthened, the *Edouard Simard*, a chartered tanker, which is ice-strengthened, and CCGS *Nanook*, a converted LCT, which was transporting 90 stevedores, and two

LCMs. Some time later we were joined by CCGS *C. D. Howe*, an ice-strengthened special Arctic service vessel, and proceeded along the south coast of Devon Island.

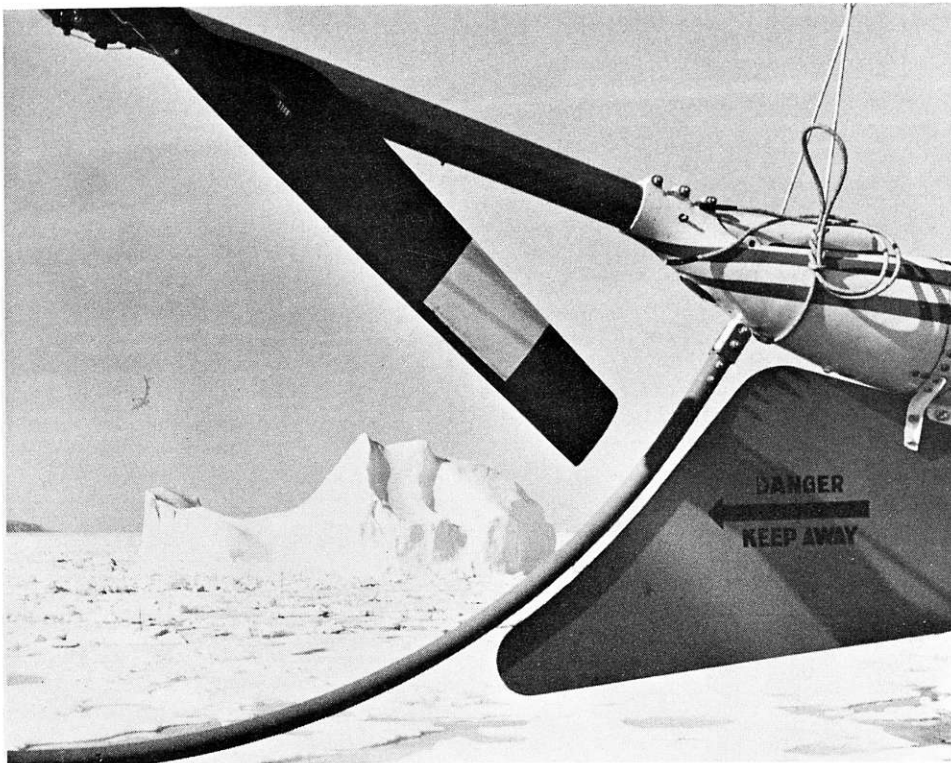
By midnight on August 10 the convoy was past Croker Bay, following a lead along Devon Island two to three miles off the coast. The *Macdonald's* helicopters, after a reconnaissance flight, reported nine-tenths concentration 42 miles ahead of the convoy, with no leads. A report from Resolute Bay indicated the harbour was plugged with heavily consolidated ice.

It was fairly obvious that ice conditions as they were would not permit the unstrengthened ships to proceed without damage.

At 1030 on August 11, the convoy was stopped by 10/10 ice three miles off Burnett Inlet and, with an easterly wind of 20 to 30 knots, there was tremendous pressure on the ice, 70 per cent of which was giant floes. The Danish Polar Vessel *Helga Dan*, which had been proceeding independently to Resolute Bay with oil drilling equipment, joined up with the convoy just prior to stopping.



The Danish ship *Helga Dan* in Lancaster Sound on August 12, 1963. Note the glacier coming down to the sea through the gap in the hills in the background.



Lt.-Cdr. Croal did not notice the sign on the helicopter's tail until the picture was developed but it is a warning that northern voyagers do not need to be given where icebergs are concerned.

To add to the heavy burden of responsibility which the *Macdonald's* master was carrying, only one of his three bridge watchkeeping officers had previous experience in ice. This may be an indication that an apprentice system may be necessary for training Coast Guard officers.

Taking advantage of every occasion when the pressure eased on the ice, the convoy slowly and painfully, under the guidance of the *John A. Macdonald*, proceeded westward along the Devon Island coast until near midnight on August 13 when the convoy was stopped by heavy pressure on the ice near Radstock Bay.

Every seaman has an inherent fear of standing his ship into danger and, in the cases of the unstrengthened ships working in ice this bad, the strain on the masters and bridge officers was indeed obvious.

During this phase of the operation, the chief officer of CCGS *Nanook* died of a heart attack, a sad and premature end for an able officer. This did nothing to raise the morale of the 90 stevedores cramped in this small vessel.

On August 14, while still beset in the ice off Radstock Bay, we received word that the Danish Polar Vessel *Thora Dan* was proceeding independently along the Devon Island coast to join the convoy, which would bring the total to seven

ships operating in this ice-bound nightmare; late on this day *Thora Dan* joined the Resolute convoy.

It was a pleasure watching these fine Danish ships operating in the ice. They are well found and well manned, their radio telephone procedure is most

courteous and correct and, unlike some of the Canadian ships, they caused no delay and followed the icebreakers' track at every turn. The J. Lauritzen Lines, Copenhagen, has a fleet of 21 similar polar vessels, plus an assortment of 17 refrigerator, tanker and cargo vessels.

On August 115 at 0400, with a southerly wind, the convoy drifted to within 1.5 miles of Cape Liddon, Devon Island, and CCGS *Nanook* reported three feet of water in her bow from a hole in her starboard side and said she was pumping. An urgent message was sent for additional icebreaker support. The rest of the morning the *Macdonald* spent escorting the vessels to seaward and, when safely five miles off the land, she returned to assist the *Nanook*, which as well as being holed on the starboard side of her bow had sustained damage to rudder and port shaft. The 90 stevedores and the body of the chief officer were transferred to the *Macdonald* where temporary quarters were set up in the cargo hold for the stevedores.

The *Macdonald's* cooks and stewards did a fine job in feeding the 90 additional hungry mouths.

As expected, the routine of the ship was somewhat disrupted by the additional personnel, who took over like a swarm of hungry locusts, and it was a tribute to the patience and understanding of the *Macdonald's* master that there was only a minor earthquake when he came off the bridge one night



The icebreaker N. B. McLean towing CCGS *Nanook* through Wellington Channel on August 22, 1963. The *Nanook* had been holed forward.

and discovered two stevedores firmly bedded down in his cabin.

August 16 broke fine and clear and, with a drop in the wind, the pressure eased on the ice. Leaving the *Nanook*, the *Macdonald* took advantage of the favourable conditions and escorted the ships to within 15 miles of Resolute Bay. That night was spent standing by the convoy as an ESE wind gusted to over 40 knots keeping the ice jammed solidly in Resolute Bay. With rain and snow, it was a very dismal situation. However, the CCGS *d'Iberville*, somewhere off the Baffin Island coast, was reported steaming at best speed to assist.

On August 17, with conditions little changed, the *Macdonald* transferred the 90 stevedores and the body of the *Nanook's* chief officer to the CCGS *C. D. Howe* and, leaving the *Howe* in charge of the Resolute convoy, she proceeded at best speed to the assistance of the *Nanook*, which reported she was drifting rather close to the land. At 1815 the *Macdonald* closed the *Nanook* to within two miles and stood by to await a slack period in the ice pressure and to attempt towing.

The *Macdonald* stood helplessly by the *Nanook* as she drifted, firmly clasped in the ice, to the west and, rounding the southwest tip of Devon Island, proceeded to drift, at times only two cables off the beach, up Wellington Channel. The ice pressure during this period was too great to permit towing.

Finally, on August 20, with a shift of the wind to the northwest, the *Nanook* was in danger of being forced onto the beach by the ice pressure. It was at this point that Captain James Cuthbert, the *Macdonald's* master, performed a fine feat of seamanship. Taking his ship alongside the *Nanook* and with only 30 feet of water under his keel, he put a tow line aboard the *Nanook* and hauled the vessel two miles to seaward before

the tow line parted in 10/10 ice concentration. The *Macdonald's* two divers went down and examined the damage to the *Nanook's* underside and arrangements were made to beach the vessel at Resolute for temporary repairs, provided she could be towed there.

Another attempt at towing was made on August 21 and a few more miles gained to seaward before the tow line parted again. However, the immediate danger to the *Nanook* was past as her pumps were holding their own.

On August 22, G. W. Stead, Assistant Deputy Minister, Marine, embarked in the *Macdonald* by helicopter from Resolute and, with the arrival of CCGS *N. B. Maclean* (icebreaker), the two icebreakers teamed up to attempt to tow the *Nanook* to Resolute. However, ice conditions were still too severe at this time to make any headway by towing.

As the *Macdonald* had cargo on board for discharge at Resolute before going to Eureka weather station on Ellesmere Island, it was decided that the *N. B. Maclean* should remain with the *Nanook* to await favourable towing conditions while the *Macdonald* proceeded to Resolute.

By the time the *Macdonald* arrived at Resolute early on August 23 the ice had cleared out of the harbour and all ships had entered and were discharging cargo.

The *Macdonald* sailed for Eureka on August 24, no difficulty being experienced from ice until Norwegian Bay was reached. It was heavily consolidated with ice of the previous winter's origin. The powerful *Macdonald*, with much snorting and straining, forced a passage and arrived at the automatic weather station on Sherwood Head, South Axel Heiburg Island, early on August 26. After inspection of the station, the ship departed for Eureka, which was reached late the same day with no difficulty.

Soon after arrival at Eureka, the ice cleared sufficiently to allow cargo landing operations to commence and, as usual, the *Macdonald's* seamen, mostly Nova Scotians and Newfoundlanders, did an excellent job in landing by small barges about 280 tons of cargo and a large quantity of fuel in conditions of cold, and choppy seas.

After embarking Dr. G. Hattersley-Smith (DRB) and his scientists, who had flown to Eureka in a light aircraft from their base at Tanquary Fiord, the *Macdonald* departed Eureka on August 29 for Resolute Bay.

The return passage through Norwegian Bay was carried out in similar ice conditions to the north-bound passage, but freezing conditions consolidated the ice even more closely. However, the *Macdonald* was equal to the strain and forced a passage into Hell Gate which was transited in heavy ice conditions on August 30.

On August 31 a good passage was made through Lancaster Sound, as the ice had eased considerably due to northwest winds. In transit of this passage we passed the *Helga Dan*, *Federal Pioneer* and *N. B. MacLean*, which were southbound. The *MacLean* earlier had towed the *Nanook* to Resolute Bay, where she was beached.

The *Macdonald* anchored at Resolute on the evening of August 31 where I disembarked with the Defence Research Board scientists for air passage back to Ottawa.

After further escort duties and scientific studies during September, the icebreaker fleet had all returned to home ports by late October, ending the worst season yet recorded for ice in the Canadian Arctic Archipelago.

The Canadian Coast Guard learned many useful lessons during the year's operation which should lead to more efficient planning and control of future Arctic operations.



Part of the Resolute convoy proceeding through the ice in Lancaster Sound on August 15, 1963.

HERE AND THERE IN THE RCN



FAMILY PORTRAIT—No particulars accompanied this portrait of HMCS New Waterford's officers and men but it appears it was taken in southern waters—south of the Angus Macdonald bridge, that is. The captain of the New Waterford is Lt.-Cdr. Robert S. Brown. (HS-74909)



With summer approaching and the increasing popularity of scuba and skin diving, the Royal Canadian Navy's timely water-safety display gets full attention from students of Colquitz, B.C., Junior High School. Lt. J. O. Rowland, PO F. W. Olkowitz and Ldg. Sea. G. Sine of the Clearance Diving Establishment demonstrate diving apparatus and safety methods used in the RCN and pamphlets stressing water safety are distributed. (E-76130)

THE NAVY PLAYS



These smiling ladies, members of the RCN Ladies' Curling Club of Ottawa, were the first rink, men or women, in the national capital to become champions of Ontario. They went on to a gruelling nine-game national championship at Edmonton, winding up in a fourth place tie after battling ladies from every other province. Left to right are Mrs. A. D. Manning, lead; Mrs. N. W. Denney, second; Mrs. R. D. Fulton, third, and Mrs. Sterling Hanright, skip. (O-15409)

NAVY WIVES WIN CURLING TITLE

THE RCN LADIES' Curling Club of Ottawa, a mere five years of age in February, produced a foursome this winter which was the first Ottawa rink, male or female, to capture a provincial curling shield.

Mrs. Sterling Hanright's rink, wearing RCN Curling Club badges, won the shield at Cornwall with four wins and one loss (to Beardmore, the North-western Ontario rink) and then went on to Edmonton in the latter part of February, this time wearing Ontario badges, to play all other provinces in the Diamond "D" bonspiel, the ladies'

version of the Brier Cup. They won five, lost four and finished in a fourth place tie.

Five years ago, only seven of the original 34 members of the club had ever thrown a stone. This year, the Hanright rink had to play six games to break a five-game tie for the club championship, but gained a bye into the Ottawa play. They won their three games there and went on to the district championships in Lancaster where they cleaned the four-game finals. They thus became the first Ottawa team of either sex

to break out and win provincial honours, at stake in Cornwall.

The curlers of the capital were jubilant supporters of the rink, whose members had never curled before joining the club five years ago. Coverage by Marcel Schnobb of the *Ottawa Journal* and Ross Peterkins of the *Citizen* was lavish. Ken Grant of CFRA Radio went with the ladies to Edmonton where he "beeped" a report to Ottawa listeners at every second end as well as interviewing team members during the national playoffs.

With Mrs. Hanright, skip, were Mrs. R. D. Fulton, third; Mrs. N. W. Denny, second, and Mrs. A. D. Manning, lead. The club president, Mrs. Vic Skinner, followed them through the 18 games they played to get the Diamond "D" berth and went with them to Edmonton, just in case one of the Navy girls was injured and she had to step on the ice to sweep.

For the Edmonton play, the *Ottawa Journal* provided provincial crests for their sweaters and the City View rink of Dot Lewis knitted them slippers. All their menfolk baby-sat anywhere from one to six children, but only for the week.

So the RCN Ladies' Curling Club concluded a most successful season with a closing banquet in April, with presentation of trophies and prizes and an original skit by the thespians of the club.

Winners of the various trophies were: *Rose Bowl*: Mrs. V. Spooner, Mrs. Marion Staple, Mrs. Eleanor Forrester and Mrs. Barbara Fraser.

Executive Cup: Mrs. B. Newton, Mrs. Helen Pickford, Mrs. Dorothy Stewart and Mrs. Shirley Whittington.

Boyd Trophy: Mrs. Helen Webb, Mrs. Helen Walker, Mrs. Barbara Sinclair, Mrs. Barbara Fraser.

Dempsey Trophy: Mrs. Helen Pickford, Mrs. Vivian Hillier, Mrs. Barbara Fraser and Mrs. Mary Weatherall.

There were three other outside events in addition to the provincial shield. The club produced rinks which won the Montreal invitational Town of Mt. Royal trophy, RCAF Uplands Hiram Walker trophy, and the inaugural Business Girls' invitational at the Ottawa Hunt Club.

Scotian Triumphs In Dockyard Hockey

HMCS *Scotian* players ended their first year in the Halifax Dockyard Independent Hockey League by walking off with top honours.

Sole survivor of the defunct Reserve Forces League, the Halifax naval division entered the Dockyard League this season, competing with the Naval Armament Depot, MEE and Electronics.

Scotian finished the regular schedule in second place behind Electronics, who did not lose a single game and were heavily favoured to capture the league title.

In the semi-finals, both *Scotian* and Electronics disposed of their rivals in straight games and after losing the first game of the finals 9-8 *Scotian* bounced back to take the next two 6-5 and 6-4. In the fourth tilt, Electronics recov-

ered to trounce the sailors 9-4, setting the stage for the final thriller.

After a close battle and with about a minute to go, Electronics removed their goaltender with the face-off in the *Scotian* end. The move backfired as Jack Nicholson, the smallest player in the League, scored into the empty net to give *Scotian* a 4-1 win.

The Nu-Way Cleaner trophy was presented by Captain Frank Harley, Manager Ship Repair. The Naval Civil Service Association Trophy for the league's top scorer was won by *Scotian's* PO "Sandy" Munro. The calibre of play in this league may be appreciated by the fact that two players were called up during the season by the Halifax senior team.

Newport Corner Wins At Broomball

The annual broomball classic between Newport Corner Naval Radio Station and Albro Lake Naval Radio Station was held this year at the Windsor Memorial Arena, Windsor, N.S., the honours going to Newport.

His Worship Major R. C. Dimock, of Windsor, N.S., dropped the first ball to start the game and then headed for the protection of the spectators' seats.

The classy Newport team outscored Albro Lake by 2-0, both goals being scored by PO Ed Bland.

The game was featured by the strictness of the refereeing, the officiating duties being carried out by A. Willet Parsons, popular Windsor businessman and sports enthusiast. At one point dur-

ing the game, star forward PO Bland was sitting out a two-minute minor penalty for smoking on the ice.

The Albro-Newport broomball trophy is proudly displayed in Newport's trophy case for the fourth consecutive year.

Prairie Sailors Hold Bonspiel

Curling skills were fairly well distributed among the Prairie naval divisions when a total of 20 rinks competed January 17-19 in the First CAN-MIDWESTDIV Bonspiel, at Saskatoon.

The primary event, the Boychuk trophy, was won by the G. Black rink of HMCS *Tecumseh*, Calgary. The Keith trophy went to Ralph Oggelsby's Saskatoon rink. The McLeod Trophy was won by Chippawa's Williams foursome.

Two former *Unicorn* commanding officers and the current one donated the trophies. Saskatoon firms gave generous assistance. The 'spiel was the brainchild of Ldg. Sea. Ralph Oggelsby, at *Unicorn*. The host division entered eight rinks, there were six from Chippawa, Winnipeg, four from *Tecumseh*, Calgary, one from *Queen*, Regina, and one from *Nonsuch*, Edmonton.

Ottawa Curlers End Season

The annual closing of the RCN Curling Club (Ottawa) was held on April 18 with the finals of the closing mixed bonspiel and presentation of prizes for the season providing the program for the evening.



Lt.-Cdr. E. C. Boychuk, commanding officer of HMCS *Unicorn*, Saskatoon, presents his trophy to the first event winners, the G. Black rink of HMCS *Tecumseh*, Calgary, at the conclusion of the first CANMIDWESTDIV bonspiel in Saskatoon. Supporting Black were D. Ferry, J. Thoroldson and S. Kornelson.

Trophy winners for the events operated during the season were:

President's Trophy: R. Carle, H. Wethey, E. Gummer and R. Henry, skip.

Luther Trophy: J. Locke, B. Law, A. Sexsmith and B. Doak, skip.

EDO Trophy: B. Mead, D. Nicholson, G. Swallow and T. Thomas, skip.

United Aircraft of Canada Ltd. Trophy: E. Coombe, A. Ennis-Smith, A. Sexsmith and R. Henry skip.

Captain Morgan Trophy: J. Thomson, K. Barkley, G. Gillis and R. Salmon, skip.

Roper Trophy (non-skip): B. Mead, B. Albert, R. Swallow and G. Swallow, skip.

Labatt Trophy, opening mixed bonspiel: A. Swallow, R. Swallow, J. MacGillivray and John MacGillivray, skip.

Hill-the-Mover Trophy, Christmas mixed bonspiel: H. MacPherson, D. Manning, R. Manning, and C. Evans, skip.

Pat-Lid: B. Mead, J. Sinclair, G. Parker and V. Skinner, skip.

Fleet Trophy, closing mixed bonspiel: D. Hall, A. Ross, V. Ross, D. Gillis, skip.

Carling Trophy (fixed mixed): B. MacKeown, B. Doak, W. Hurcomb and D. Gillis, skip.

The annual general meeting of members was held April 20 and the new board of directors was elected for the 1964-65 seasons as follows:

S. E. Paddon, president; D. A. Collins, vice-president; H. Williams, vice-president and chairman of the membership committee; E. C. Garland, secretary; B. A. Campbell, treasurer; E. R. Harper, chairman of match committee; A. G. Spooner, chairman of the house committee; R. J. Craig, chairman of ice committee; W. Huculak, chairman of the entertainment committee; F. S. Hickman, ice rentals, and N. W. Denney, past president.

The club is grateful to the donors of three new trophies this past season for annual competition, to be known as the EDO trophy, the VACL trophy and the Carling trophy.

W. G. (Dick) Ross was elected to honorary life membership in the club in recognition of his efforts in forming the club and obtaining the curling facilities at Dow's Lake. The first honorary life member of the club, H. Nelson Lay, presented the club with a pin table which will be used to display the various curling pins collected by the club.

Judo Title Won By Single Point

Chatham RCAF defeated HMCS *Shearwater* by a single point to take top team honours in the first tri-service

judo tournament at *Stadacona* in mid-April.

The Chatham airmen amassed 58 points. *Shearwater* was right on their heels with 57.

It was the largest judo meet ever staged in the Maritimes with 49 competitors taking part.

Other teams and their points total: RCAF Greenwood, 31; HMC Ships, 26; HMCS *Stadacona*, 19; HMCS *Cornwallis*, 12 and RCAF *Beaverbank* 1.

Individual winners; white belt—Bist, *Cornwallis*; yellow belt—Reiffer, Chatham; orange belt—Walper, Chatham; green belt—Brooks, *Shearwater*; blue belt—Wires, *Shearwater*; brown and black belt combined—Hogue, *Shearwater*.

Naden Gym Busy Spot In Spring

The gymnasium in HMCS *Naden* is bursting at the seams with activity these days. A recent typical week saw 4,609 naval personnel, dependents and

members of other groups participating in some type of recreational activity in the gym or swimming pool.

Besides the usual schedule of physical training and instructional classes during working hours, weekly evening events have included badminton, ladies' PT classes, junior Olympic track program, dependents' gymnastic class and boxing.

Special events in the swimming pool include classes for Girl Guides, Scouts, Sea Cadets, Cubs and Esquimalt High School students as well as adult and children remedial groups and dependent children.

During the Easter recess, a special junior leadership course for playground supervisors in the proposed children's recreation program for the coming summer in Belmont Park was attended by approximately 50 enthusiastic young people in their early teens. Basic first aid, water safety and the duties and responsibilities of leadership was stressed as well as the rules of each game and activity.

DARE TO BE A DANIEL

Gentlemen:

I'm a boy of around 10 who is very interested in the Navy. (of all countries). I've sent to; Halifax Shipyard and 8 shipyards in the U.S.A. I bet I'm more interested in ships than any boy in the world. I got a list of all U.S. submarines, and a list of 150 other U.S. ships. I have, 4 Canadian Naval ships, 2 Vietnamese, 1 South African, 1 New Zealand, 1 Australian, 8 Great Britain, 4 Russian, 1 Egyptian, 2 French. I got your address from the Halifax Shipyard. I hope to be the most famous U.S. Admiral and Heroe in the History of the United States Navy. I would like you to send me a list of all your warships or some of them. I hope you do not think I'm a spy or something, because I'm not. Any body that tried to get these papers of mine would have to kill me first be for they would get them. Thank you very much.

Daniel Bock, of Rockford Illinois, is a boy who doesn't believe in going half way in setting himself a goal in life, as is testified to in his letter received recently at Naval Headquarters, Ottawa, and reprinted here.

RETIREMENTS

CPO HOWARD DOUGLAS HAIG ALLEN, CD; C2ER4; joined RCNVR Jan. 18, 1938; transferred to RCN Aug. 2, 1940; served in Stadacona, Saguenay, HMS Dominion, Cornwallis, Minas, Niobe, HMS Ferret, Grou, Hawkesbury, Avalon, Peregrine, Micmac, Haligonian, Cayuga, Athabaskan, Iroquois, Portage, New Liskeard, La Hullose, Swansea, Crescent, Huron, Penetang, Outremont, Kootenay, New Waterford; retired April 16, 1964.

PO NORMAN DONALD AYTON BAY, CD; P1RP2; joined RCNVR Sept. 13, 1943, transferred to RCN Feb. 3, 1945; served in Hunter, Catarauqui, Cornwallis, St. Hyacinthe, Peregrine, Galt, Ungava, Stadacona, Micmac, Middlesex, Scotian, Whitehead, Warrior, Magnificent, Haida, York, St. Stephen, Crescent, Shearwater, Bonaventure; retired February 17, 1964.

LDG. SEA. DAVID LAFAYETTE McALLISTER BENTLEY; LSBN 2; joined RCNVR March 29, 1944, transferred RCN Aug. 7, 1945; served in York, Protector, Cornwallis, Puncher, Niobe, Warrior, Stadacona, Nootka, Iroquois, Div. Tender #3, La Hullose, Haida, Huron, Porte St. Louis, Quebec, Magnificent, Shearwater, Cape Scott, Lanark, Cayuga, Porte St. Jean, Crescent; retired April 4, 1964.

PO WILLIAM HARRY BILNEY, CD; P1AT4; ex-RCAF; joined RCN Nov. 12, 1946; served in Carleton, Naden, RCNAS Dartmouth, Niobe, HMS Condor, (RNAS Arbroath) Stadacona, Shearwater, No. 1 JAG, 31 ISAG, VS 880, VU 32, VC 920; retired April 3, 1964.

CPO FREDERICK BIRD; C2BN3; joined April 24, 1939; served in Naden, Stadacona, Assiniboine, Prince David, St. Laurent, Avalon, Cornwallis, Clayoquot, Niobe, HMS Vernon, HMS Warren, Humberstone, Moncton, Matane, Griffon, Athabaskan, Chippawa, Cayuga, Unicorn, Queen, Ontario, Antigonish, Royal Roads; awarded Mention in Despatches June 2, 1943; Long Service and Good Conduct medal; retired April 23, 1964.

CPO ALBERT ERWIN BOUCHARD; C2RM4; joined RCNVR March 14, 1938 transferred to RCN July 31, 1939; served in Naden, NSHQ W/T Station, St. Hyacinthe, Guysborough, Givenchy, Ingonish, NOIC Esquimalt, Chatham, St. Hyacinthe, Stadacona, Niobe, Warrior, Aldergrove, Ontario, Rockcliffe, (ML 124), Ehkoli, Tecumseh, Cornwallis, Crescent, St. Laurent, Ottawa, Assiniboine; awarded Long Service and Good Conduct medal; retired March 25, 1964.

CPO LLOYD RICHARD BRADSHAW; C1BN4; joined April 24, 1939; served in Stadacona, Venture, Skeena, Nipigon, Q-083, Q-073, Chaleur II, Hespeler, Scotian, Cornwallis, Naden, Antigonish, Ontario, Churchill, New Glasgow, Malahat; awarded RCN Long Service and Good Conduct medal; retired April 23, 1964.

CPO HARRY FRANCIS BUCK, CD; C1ST4; joined RCNVR Sept. 13, 1939; transferred RCN June 25, 1943; served in Stadacona, Venture, Gaspé, Columbia, Somers, Isles, Peregrine, Scotian, Nootka, Athabas-

kan, York, Shearwater, Naden, Quebec, Cape Breton, Bonaventure, Hochelaga, Bytown; retired February 23, 1964.

CPO CHARLES FREDERICK CHURCH, CD; C1HT4; joined RCNVR Feb. 10, 1944; transferred to RCN March 13, 1946; served in Haligonian, York, Stadacona, Scotian, Peregrine, Shelburne, Bytown, (Catarauqui), Quebec, Donnacona, Pickle, Hochelaga, Crusader, Bonaventure; retired February 21, 1964.

PO JAMES FRANCIS CONNOLLY, CD and 1st Clasp; P1CD3, joined March 24, 1941; served in Naden, Kelowna, Givenchy, Swansea, Uganda, Ontario, Rockcliffe, (DT No. 2), Cornwallis, Niagara, Cayuga, Oshawa; retired March 26, 1964.

CPO JOHN VINCENT DRISCOLL; C2ER4; joined RCNVR Jan. 18, 1938, transferred to RCN April 17, 1939; served in Stadacona, Skeena, Georgian, York, Milltown, Arvida, Scotian, Chaleur II, Beauharnois, Avalon,



Peregrine, Cornwallis, Niobe, Haida, Kootenay, Wallaceburg, Portage, Micmac, Inch Arran; retired April 16, 1964.

CPO GORDON HUGH STANLEY FRASER, CD; C1ER4; joined March 16, 1942; transferred to RCN Oct. 8, 1945; served in Discovery, Stadacona, Moncton, Vancouver, Givenchy, Burrard, (J805), Outarde, Miramichi, Uganda, Peregrine, Kapuskasing, Warrior, Naden, Ehkoli, Rockcliffe, Cedarwood, PTC 724, Cayuga, Ontario, Royal Roads, Antigonish; retired April 27, 1964.

PO JAMES STEWART GILLAN, CD; P1BN2; served in RCNVR April 7, 1934-March 4, 1946, RCNR Oct 7, 1948-Sept. 16, 1951; transferred to RCN Sept. 17, 1951; served in Charlottetown naval division, Stadacona, Saguenay, DEMS, Lady Nelson, Venture, Trillium, Transcona, Annapolis, Naden, Orkney, Niobe, Peregrine, Avalon, Cornwallis, Queen Charlotte, Donnacona, Quebec, Assiniboine, Bonaventure, Quinte; retired Feb. 7, 1964.

CPO GEORGE HENRY HALLADAY, CD and 1st clasp; C1ET4; joined RCNVR Oct. 31, 1941, transferred to RCN May 1, 1942; served in Star, Nonsuch, Naden, Bytown, Stadacona, Warrior, Niobe, Magnificent, Cornwallis, Huron, Brunswick, Labrador, Shearwater, Kootenay; retired April 30, 1964.

CPO GEOFFREY CHARLES JONES, CD; C2LT4; joined June 2, 1941; served in Naden, Stadacona, Kamsack, Cornwallis, Avalon, Bittersweet, Peregrine, Frontenac, Toronto, Sumas, Cayuga, Matsqui, New Glasgow, Oshawa, Beacon Hill, Assiniboine; retired April 21, 1964.

PO NORMAN ANDREW KEANE, CD; P1WU3; served in RCN Jan. 15, 1940-Feb. 12, 1946; RCNR May 5, 1947-April 8, 1949; transferred to RCN April 9, 1949; served in Naden, Stadacona, Assiniboine, Orillia, Hochelaga II, Charlottetown, Rimouski, Venture, Fort Ramsay, Q-064, Q-110, Q-082, Burrard, Q-125, Q-128, HMS Mastodon, Tecumseh, Athabaskan, Cornwallis, Antigonish, Crusader, Portage, Queen, Ontario, Cedarwood, Skeena, Fraser, Patriot; retired April 19, 1964.

CPO HUGH ROBERT LOCKHART, C1ST4; joined RCN April 24, 1939; served in Naden, Fraser, Assiniboine, Stadacona, Nipigon, Gananoque, Canso, Givenchy, Bellechasse, Outarde, Chatham, Sudbury, Quatsino, Crescent, Rockcliffe, Ontario, Chippawa, Crusader, Cayuga, Hochelaga, St. Laurent; awarded Long Service and Good Conduct medal; retired April 23, 1964.

CPO RICHARD RYAN GORDON MALIN; C1SN4; joined April 4, 1938; served in Naden, Restigouche, Stadacona, HMS Vernon, Hochelaga, Annapolis, Cornwallis, French, Captor II, Victoriaville, Penetang, Avalon, Ontario, Givenchy, Rockcliffe, Nootka, Athabaskan, Cayuga, Wallaceburg, Donnacona, Haida, Crusader, Algonquin, Shelburne; awarded Long Service and Good Conduct medal; retired April 3, 1964.

CPO GEORGE HENRY MALLETT, CD; C2ER4; joined RCNVR Aug. 22, 1942, transferred to RCN June 29, 1945; served in Unicorn, York, Naden, RCN College, Miramichi, Chatham, Peregrine, Stormont, Stadacona, Cornwallis, Huntsville, Niobe, Crusader, Crescent, Cayuga, Iroquois, Portage, New Liskeard, Swansea, La Hullose, Ontario, Athabaskan, Assiniboine, Algonquin, Shearwater, Thunder; retired Feb. 27, 1964.

CPO JAMES ROBERT MATTHEWS; C1LT4; joined RCNVR July 12, 1937, transferred RCN March 18, 1939; served in Otawa, Skeena, Stadacona, Naden, Esquimalt, Givenchy, Prince David, Prince Robert, Ste. Hyacinthe, Uganda, Crescent, Crusader, Margaree; awarded Long Service and Good Conduct medal; retired March 17, 1964.

CPO CHARLES ERNEST MELVIN, CD; C1ER4; served in RCNVR May 23, 1941-Aug. 17, 1945; joined RCN Aug. 29, 1946; served in Calgary naval division, Naden, Q-070, York, Givenchy, Stadacona, Trail, Nonsuch, Peregrine, Cap de la Madeleine, St. Hyacinthe, Tecumseh, Rockcliffe, Stadacona, (CN-391), Antigonish, Athabaskan, Ontario, Skeena; retired April 6, 1964.

CPO CORNELIUS JOHN NAST; C1SG4; joined April 24, 1939; served in Naden, Stadacona, Arrowhead, HMS Dominion, St. Laurent, St. Croix, Venture, Givenchy, Ville de Quebec, St. Hyacinthe, Vancouver, Capilano, Ontario, Aldergrove, Rockcliffe, Corn-

wallis, Athabaskan, Crescent; awarded Long Service and Good Conduct medal; retired February 27, 1964.

CPO REGINALD HENRY PLAYER; C1BN4; joined April 17, 1939; served in Stadacona, Venture, Assiniboine, DEMS Eastern Star, Eyebright, Avalon, Montreal, Donnacona, Nene, Niobe, HMS Norfolk, Peregrine, Ontario, Naden, Queen, Tecumseh, Cornwallis, Labrador, Saguenay, Loon, Chaudiere; awarded Long Service and Good Conduct medal; retired April 15, 1964.

PO GIDEON DUNCAN RANDLE, CD; P1ER4; joined RCNVR March 29, 1944, transferred to RCN Feb. 13, 1945; served in Donnacona, Cornwallis, Shelburne, Peregrine, Victoriaville, Niobe, Crusader, Woodstock, Givenchy, Swansea, La Hullose, Wallaceburg, Lauzon, Toronto, Micmac, Huron, Algonquin; retired April 2, 1964.

CPO TREVOR GEORGE JAMES READING, CD; C1RM4; joined March 27, 1941; served in Niobe, Naden, Givenchy, SDO Dockyard, NOIC Esquimalt, Q-063, Spray, Ehkoli, Cape Beale, Loyal I, Barkley Sound, Givenchy, NOIC Esquimalt, St. Hyacinthe, Stadacona, Winnipeg, Peregrine, Iroquois, Crusader, Rockcliffe, Crescent, Beacon Hill, Cornwallis, Athabaskan, Aldergrove, Assiniboine, Saguenay; retired February 6, 1964.

LT.-CDR. HENRY ACKLAM, formerly with RNVR; joined RCN(R) October 15, 1963, as constructor lieutenant; transferred to RCN October 16, 1963; served in Niobe, Naden, Stadacona; last appointment, HMCS Naden on staff of Resident Naval Overseer; commenced retirement leave March 31, 1964; retires June 8, 1964.

LT.-CDR. JOHN CRISPO LECKIE ANNESLEY, CD; joined RCN as a cadet, August 28, 1935; served in Stadacona, HMS Frobisher, HMS Exeter, HMS Victory, HMS Excellent, HMS Dryad, Saguenay, Annapolis, St. Francis, Niobe, Haida, Cape Breton, Prince Rupert, Wasquesiu, Huron, Qu'Appelle, Scotian, New Liskeard, Ontario, Naden, Bytown; last appointment, Naval Headquarters on staff of Director Naval Intelligence; commenced leave March 12, 1964; retires November 4, 1964.

LT. REGINALD BREARLEY, served in RN from 1942-1946; joined RCN(R) as a sub-lieutenant (L); transferred to RCN as acting ordnance lieutenant July 12, 1954; served in Scotian, Stadacona, Cornwallis, Bytown, Niobe, Niobe II, Naden; last appointment, Naval Headquarters on staff of Assistant Director Fleet Maintenance (Survey and Inspection); commenced leave March 15, 1964; retires July 12, 1964.

CDR. WILLIAM BREMNER, CD; joined RCNVR December 6, 1940, as a probationary sub-lieutenant; transferred to RCN as lieutenant (A/S) January 16, 1946; served in Royal Roads, Stadacona, Battleford, Cornwallis, Niobe, Iroquois, Bytown, Haida, Niagara, Magnificent, Avalon; last appointment, HMCS Avalon in command and as Canadian Naval Commander Newfoundland and as Senior Officer in Command; commenced leave April 27, 1964; retires November, 1964.

CPO JOHN ROSS ROWLANDS, CD and 1st Clasp; C1PT4; joined RCNVR June 5, 1935, transferred to RCN March 24, 1941; served in Halifax naval division, Stadacona, Fundy, Fleur de Lis, Skeena, Niobe, HMS Victory, Cornwallis, Elk, Magnificent, Shearwater, Catarqui, College Militaire Royal de St.-Jean, Hochelaga; retired February 28, 1964.

CPO SIDNEY KINGSTON SMITH, CD; C2ER4; joined Feb. 16, 1942; served in Naden, Stadacona, Iroquois, Niobe, Peregrine, Scotian, St. Stephen, Charlottetown, Cedarwood, Crusader, Griffon, Fortune, Antigonish, Cape Breton; retired Feb. 15, 1964.

CPO STANLEY ARTHUR WADDINGTON, CD; C1ER4; joined RCNVR March 16, 1944, transferred to RCN Nov. 19, 1945; served in Stadacona, Givenchy, Ontario, Rockcliffe, (Div. Tender No. 2) Antigonish, Haida, La Hullose, Naden, Sioux, Cowichan, Beacon Hill; retired March 29, 1964.

PO JAMES ARTHUR WADDELL; P1BN4; served in RCNVR April 25, 1937-June 26, 1945; Jan. 23, 1946-June 4, 1947, RCNR Sept. 8, 1949-Jan. 17, 1954; transferred to RCN Jan. 18, 1954; served in Toronto naval division, Stadacona, Bras d'Or, Protector, Kings, Iroquois, Niobe, Peregrine, Chatham,

Cornwallis, York, Star, Shearwater, Acadia, Bonaventure, Carleton, Bytown; awarded RCNVR Long Service and Good Conduct medal; retired Feb. 3, 1964.

CPO JOHN CHARLES WETHERALL, CD; C1ER4; joined RCNVR Nov. 5, 1941; transferred RCN May 1, 1942; served in Star, Nonsuch, Naden, Stadacona, Avalon, Orillia, Peterboro, Peregrine, Poundmaker, Beacon Hill, Woodstock, Givenchy, Unicorn, Ontario, Sault Ste. Marie, Donnacona, Cowichan, Fundy, Trinity, Toronto, Fort Erie, Sioux, Terra Nova; retired April 30, 1964.

CPO ROBERT WILLIAM WHITE, CD and 1st Clasp; C1LT4; joined March 22, 1939, transferred to RCN June 3, 1944; served in Winnipeg naval division, Naden, Stadacona, Husky, Protector, Laurier, Matapedia, St. Hyacinthe, Scotian, Haida, Newport Corners, St. Stephen, Crescent, Donnacona, Magnificent, Shearwater, Micmac, Cape Scott; retired April 17, 1964.

CPO WILLIAM TAYLOR WILSON, CD; C2BN4; joined RCNVR Dec. 7, 1963, transferred RCN May 15, 1944; served in Naden, Grizzly, Givenchy, Chilliwick, Avalon, Stadacona, Chaleur, Lachute, Peregrine, Protector, ML-124, Sault Ste. Marie, Discovery, Kentville, Ontario, Cornwallis, New Glasgow; retired April 15, 1964.

OFFICERS RETIRE

LT.-CDR. IAN BUTTERS, CD, joined RCNVR June 29, 1937 as an ordinary seaman; promoted to probationary sub-lieutenant August 10, 1942; served in Naden, Ottawa, Stadacona, Restigouche, Avalon, Moose Jaw, Kings, Wetaskiwin, St. Catharines, Longueuil, Niobe, Crusader, Chippawa; demobilized September 30, 1947, placed on the RCN(R) retired list September 30, 1947; joined RCN as lieutenant February 8, 1951; served in Malahat, Ontario, Naden, Stadacona, Nonsuch, Bytown, New Waterford; last appointment Naval Headquarters on staff of Director of Naval Manning as Assistant Director Naval Manning Advancement and Promotion; commenced leave March 19, 1964; retires August 13, 1964.

LT. NIXON BLISS DAVIS, CD; joined RCN April 30, 1947 as acting air artificer, 2nd class, promoted to acting commissioned engineer (AE) on Dec. 5, 1951; served in Carleton, Naden, Stadacona, Dartmouth, Shearwater, Magnificent, Cornwallis, Niobe, Bytown; last appointment, Shearwater; commenced leave March 10, 1964; retires July 21, 1964.

LT. RICHARD ERNEST DORKEN, CD; joined RCN March 1, 1937, as an ordinary seaman; promoted to acting commissioned gunner (TAS) September 23, 1950; served in Stadacona, St. Laurent, Skeena, Restigouche, Naden, HMS Osprey, HMS Victory, Fraser, Sans Peur, St. Francis, Cornwallis, Huron, Scotian, Iroquois, Nootka, Niobe, HMS Vernon, New Liskeard, Crusader, Magnificent, Labrador, Granby; last appointment HMCS Granby as executive officer, commenced leave April 8, 1964; retires November 17, 1964.

LT.-CDR. LESLIE MURRAY EVANS, CD; joined RCN October 15, 1937, as an acting

engine room artificer, 4th class; promoted to acting warrant engineer May 9, 1943; served in Naden, HMS Comet, Restigouche, Malaspina, Stadacona, Skeena, Avalon, Athabaskan, Givenchy, Niobe, Uganda, RCN College Royal Roads, Cayuga, Rockcliffe, Antigonish, Cornwallis, Bytown, Fortune, Comox, Sioux, Niagara; last appointment Naden, as Officer-in-Charge NBCD Division and on staff of Flag Officer Pacific Coast as Staff Officer, NBCD; commenced leave February 18, 1964; retires August 22, 1964.

LT.-CDR. GEORGE MILLER FYFFE, BEM, CD; joined RCNVR as ordinary seaman March 6, 1940; promoted to probationary sub-lieutenant July 19, 1943, served in Stadacona, Cornwallis, Kings, Niobe, Bytown, Donnacona; demobilized February 16, 1946; re-entered RCN(R) Aug. 28, 1960; transferred to RCN as ordnance lieutenant June 3, 1951; served in Bytown, Naden, Stadacona, Iroquois, Algonquin, Niobe, last appointment, Naval Headquarters on staff of Assistant Director Ship Design and Construction (Design Services); commenced leave March 22, 1964; retires June 10, 1964.

LT. LORNE BELVIN GILLILAND; joined RCN as a cadet September 11, 1953; served in Naden, Ontario, Magnificent, Stadacona, Niobe, Discovery, Jonquiere, Beacon Hill, New Glasgow, Ottawa, Margaree, Fraser, Ste. Therese; last appointment, Ste. Therese; commenced leave April 29, 1964; retired May 1, 1964.

LT.-CDR. RAYMOND LAWRENCE GLEADOW, CD, joined RCNVR as an ordinary seaman, March 5, 1936; promoted to probationary sub-lieutenant January 4, 1943; served in Stadacona, Kings, Avalon, Pictou, Cornwallis, Niobe, York, Andre Dupre, Skeena, Hochelaga, Brandon; demobilized

May 21, 1946; entered RCN(R) as lieutenant (g) July 22, 1946; transferred to RCN as lieutenant-commander March 15, 1951; served in York, Bytown, Star, Stadacona, Carleton, Micmac, Cornwallis, Chippawa, Quadra, Naden; last appointment, Chippawa as Area Officer Sea Cadets, Prairie Area; commenced leave April 9, 1964; retires August, 1964.

LT. GEORGE ARTHUR GRIVEL, CD; joined RCN as a boy seaman, June 5, 1930; promoted to acting gunner, June 15, 1945; served in Naden, Vancouver, Skeena, Fraser, Stadacona, Ottawa, Avalon, Niobe, HMS Excellent, Givenchy, Warrior, Hunter, Ontario; last appointment HMCS Naden for Operations and Weapons Division; commenced leave April 17, 1964; retires January 1965.

LT.-CDR. GEORGE CECIL ANTHONY HUDSON, MBE, served in RNVR from 1939 to 1949; joined RCN(R) as lieutenant, October, 1950; transferred to RCN as lieutenant-commander May 2, 1951; served in Malahat, Naden, Stadacona, Bytown, Ontario, Hochelaga, Donnacona; member military component of Canadian delegation to Viet Nam truce team 1954-55; last appointment Donnacona as Staff Officer Administration; commenced leave March 10, 1964; retires July 5, 1964.

LT.-CDR. WALLACE ELMER JAMES, MBE, CD; served three years in RCAF; joined RCN as air mechanic (E) 2nd class, November, 1946, promoted to lieutenant (P) February 21, 1962; served in Discovery, Warrior, Magnificent, Shearwater, Bytown, Cornwallis, Niagara, Naden; last appointment Naden for Royal Canadian Navy Diving Establishment (West), commenced leave March 16, 1964; retires August 26, 1964.

LT.-CDR. TERENCE JAMES KEOHANE, CD; joined RCN January 1, 1939, as a cadet; served in Stadacona, HMS Frobisher, HMS Vindictive, HMS Britannia, HMS Drake, Niobe, HMS Glasgow, HMS Bermuda, Ontario, Warrior, Naden, Bytown, Niagara; last appointment, Niagara on attachment to Supreme Allied Commander Atlantic as Maintenance and Material Officer (Ships); commenced leave March 23, 1964; retires October 18, 1964.

LT.-CDR. JOSEPH MCMULLEN, CD; joined RCNR as probationary sub-lieutenant, November, 1941; served in Stadacona, Bytown, Cornwallis, Reindeer, Chaleur, Thetford Mines, Lethbridge, Venture; demobilized August 23, 1945; entered RCN(R) as lieutenant August 23, 1945; transferred to RCN as lieutenant (SB), October 1, 1949; Bytown, Cornwallis, Gloucester, Niagara, Churchill, Coverdale, York; last appointment Naval Headquarters on staff of Director Supplementary Radio Activities; commenced leave March 30, 1964; retires July 25, 1964.

LT.-CDR. GERALD WILLIAM MILLS; served in RN from 1939-1949, RNVR 1946-1952; joined RCN(R) as lieutenant-commander (L) October 9, 1952; transferred to RCN as lieutenant-commander (L) October, 1952; served in Niobe, Stadacona, Bytown; last appointment Naval Headquarters on staff of Assistant Director Operations Systems (Detection and Navigation); commenced leave March 23, 1964; retires July 26, 1964.

LT.-CDR. THOMAS FREEBORN OWEN, CD; joined RCNVR as an ordinary seaman July 11, 1940; promoted to sub-lieutenant May 15, 1941; served in Stadacona, HMS King Alfred, HMS Drake, HMS Repulse, HMS

Kent, HMS Hannibal, HMS Hamilcar, HMS George V, HMS Copra, Cornwallis, Prevost; demobilized August 3, 1945; re-entered as lieutenant RCN(R) August 12, 1946; transferred to RCN as lieutenant-commander, April 23, 1951; served in Prevost, Ontario, Montcalm, Stadacona, Discovery, Cornwallis, Ungava, Comox, Thunder, Chippawa; last appointment HMCS Chippawa, as Area Recruiting Officer Manitoba and North Western Ontario; commenced leave April 28, 1964; retires August 16, 1964.

LT. HAROLD SINCLAIR PATERSON, CD; joined RCN as an assistant cook (ship's) May 27, 1936, promoted to acting warrant cookery officer January 10, 1947; served in Naden, Fraser, Stadacona, Saguenay, York, Givenchy, Cornwallis, Niobe, Warrior, Quebec, Magnificent; last appointment, HMCS Naden on staff of Command Supply Officer as Commissary Officer; commenced leave April 14, 1964; retires November 30, 1964.

CDR. WILLIAM CARROLL PATTERSON, CD; attended Royal Military College of Canada 1931-1935; joined RCNVR as sub-lieutenant (E) July 31, 1940, served in Stadacona, Saguenay, Prince David, Hamilton, Assiniboine, Haida, Bytown, Ontario, Naden, Niobe; transferred to RCN as lieutenant (E) November 20, 1944; last appointment Stadacona, on staff of Commodore Personnel Atlantic Coast, as Staff Officer Management Engineering; commenced leave March 9, 1964; retires September 2, 1964.

LT.-CDR. WILLIAM LAMOREAUX PATTON, CD; joined RCNVR as prob. writer, May 17, 1941; served in Naden, Givenchy, Bytown; demobilized January 14, 1946; entered the RCN(R) as acting lieutenant (SB) September 29, 1947, transferred to RCN Dec. 8, 1948; served in Malahat, Bytown, Naden, Ontario, Stadacona; last appointment, HMCS Naden on staff of Flag Officer Pacific Coast as Staff Officer Information; commenced leave April 4, 1964; retires September 7, 1964.

LT.-CDR. JAMES OLIVER PEARSON, CD; joined RCN(R) as a lieutenant, March 22, 1950; served in Malahat, Naden, Antigonish, Cedarwood, Bytown, Chatham, Discovery; transferred to RCN as lieutenant-commander on September 8, 1951; last appointment HMCS Naden; commenced leave April 13, 1964, retires July 25, 1964.

LT.-CDR. DONALD CARRUTHERS RADFORD, CD; attended Royal Roads 1943-1945; joined as midshipman, RCN, July 5, 1945; served in York, Uganda, Stadacona, Niobe, HMS Nelson, HMS Orwell, HMS President, Nootka, Bytown, HMS Fulmar, HMS Seahawk, Shearwater, Antigonish, Stadacona, Niagara, Haida, Bonaventure, Crescent, Cape Scott, Athabaskan; last appointment, HMCS Stadacona, for Operations Division; retired April 30, 1964.

LT.-CDR. JAMES GIBB RENFREW, CD; joined RCN as an acting engine room artificer, 4th class, April 16, 1934; served in Naden, Stadacona, Saguenay, St. Laurent, Restigouche, Swift Current, Avalon, Givenchy, Warrior, Magnificent, Niobe, Cornwallis, Ontario, Discovery, Skeena, Royal

Roads; last appointment HMCS Naden on staff of Resident Naval Overseer, Victoria; commenced leave March 5, 1964; retires September 30, 1964.

LT.-CDR. GEORGE ANTHONY SLO-COMBE, CD; joined RCN as a probationary sick berth attendant May 10, 1937, promoted to acting warrant wardmaster on October 1, 1943; served in Stadacona, Saguenay, Cornwallis, Magnificent, Shearwater, Royal Roads, Naden, Patriot; last appointment; HMCS Stadacona, for Canadian Forces Hospital, Halifax; commenced leave April 27, 1964; retires on December 7, 1964.

LT. HERBERT HENRY TATE, CD; joined RCN as a boy seaman, January 5, 1937; promoted to acting commissioned communication officer on December 18, 1952; served in Stadacona, Cornwallis, Naden, HMS Victoria, Ottawa, Restigouche, Avalon, Malpeque, St. Hyacinthe, HMS Glory, Niobe, Peregrine, Huron, Cayuga, Antigonish, Fortune; last appointment HMCS Naden as Regulating Officer; commenced leave April 11, 1964; retires November 20, 1964.

LT.-CDR. THOMAS JOHN THOMAS, CD; served in RCAF 1940-45 and in Fleet Air Arm (Royal Navy) 1945-1946; joined RCN(R) as acting lieutenant (P) July 15, 1946, transferred to RCN as lieutenant (P) January 31, 1951; served in Chippawa, York, Stadacona, Iroquois, Swansea, Huron, Wallaceburg, Nootka, Niobe, Bytown; last appointment Naval Headquarters on staff of Director of Naval Operational Requirements; commenced leave April 20, 1946, retires September 16, 1964.

LT.-CDR. EDWARD MICHAEL TURNER, CD; joined RCN(R) as ordinary seaman, November 3, 1947, promoted acting-sub-lieutenant (P) August 11, 1950; served Catawqui, Portage, transferred to RCN as midshipman June 22, 1949; served in Bytown, Ontario, Niobe, Shearwater, Magnificent, Cornwallis, York, Stadacona, St. Croix, New Waterford; last appointment, Naval Headquarters on staff of Assistant Director Naval Training (Officers); commenced leave April 9, 1964, retired April 17, 1964.

CAPTAIN VICTOR JURA WILGRESS, CD; commenced service in the RCNVR September 26, 1939 as a midshipman; served in Ottawa naval division, Stadacona, Windsor, Ont., naval division, Annapolis, ML 074, ML 118, initial flying training, HMS Macaw, HMS Daedalus, HMS Nightjar, HMS Merlin, HMS Battler; transferred to RCN as lieutenant (P) July 10, 1945; served in Stadacona, HMS Vulture, 803 Squadron, HMCS Warrior, RCNAS Dartmouth, Niagara, Magnificent, Bytown, Chaudiere; last appointment, Naval Headquarters on staff of Assistant Chief of Naval Staff (Air and Warfare) as Director Naval Aircraft Requirements; commenced leave March 7, 1964, retires on October 2, 1964.

CDR. EDGAR FREDERICK WILLIAMS, CD; joined the RCN as an acting engine room artificer, 4th class; March 1, 1937, promoted to acting warrant engineer July 22, 1942; served in Stadacona, St. Laurent, Skeena, Prince David, Naden, Cornwallis, Protector, Algonquin, Sioux, Uganda, Scotian, Bytown, Magnificent, Cape Scott; last appointment HMCS Stadacona, on staff of Commodore Superintendent Atlantic as Production Officer Ship Repair; commenced leave April 17, 1964; retires November 26, 1964.



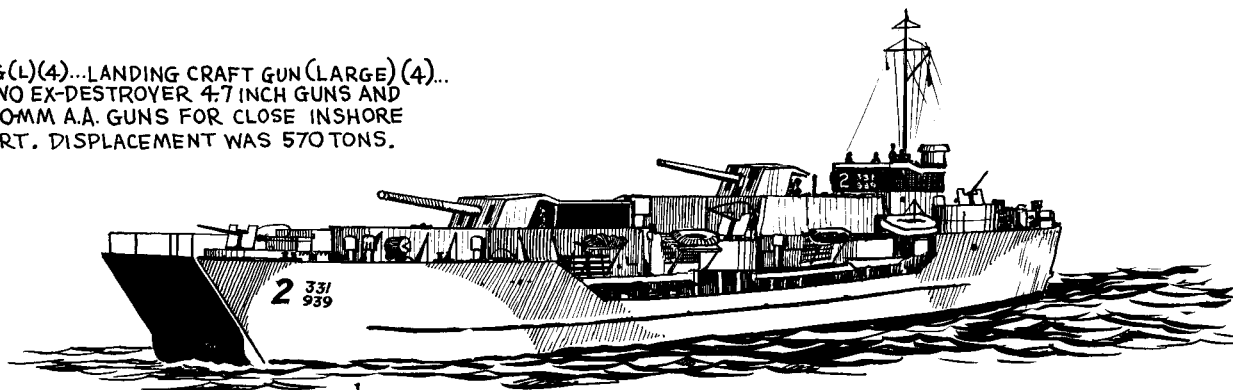
Naval Lore Corner

Number 126

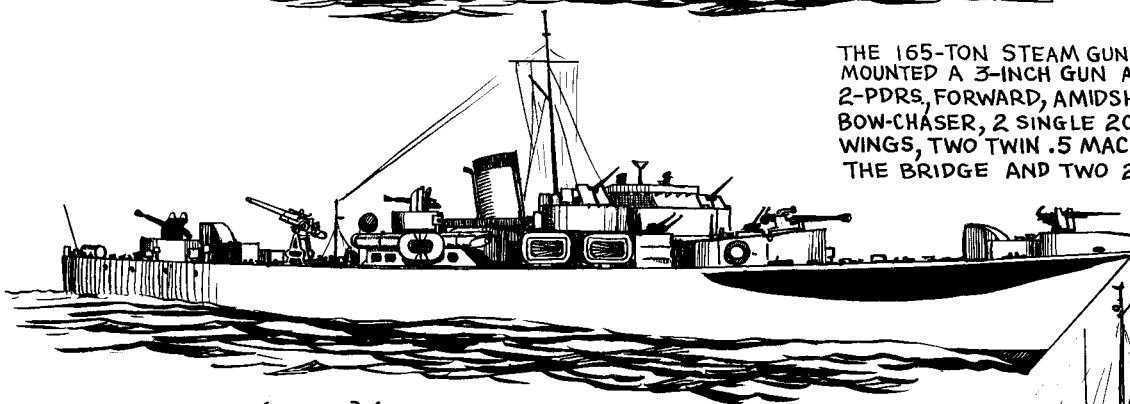
"BIG STINGS IN SMALL PACKAGES"

DURING WORLD WAR II, COASTAL FORCES AND COMBINED OPERATIONS PRODUCED A NUMBER OF HEAVILY ARMED SUPPORT VESSELS AND GUNBOATS THAT PACKED MORE "WALLOP" PER TON THAN ANY OTHER VESSELS IN THE FLEET....

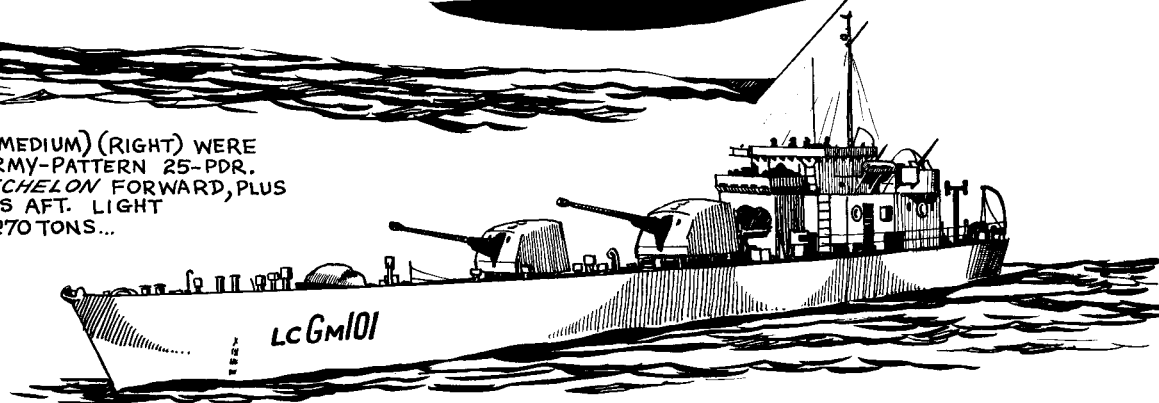
(BELOW) LCG(L)(4)...LANDING CRAFT GUN (LARGE) (4)... MOUNTED TWO EX-DESTROYER 4.7 INCH GUNS AND FOURTEEN 20MM A.A. GUNS FOR CLOSE INSHORE FIRE SUPPORT. DISPLACEMENT WAS 570 TONS.



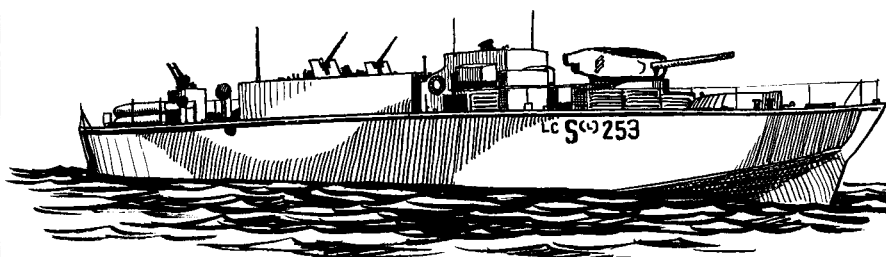
THE 165-TON STEAM GUNBOAT SGB-6 (LEFT) MOUNTED A 3-INCH GUN AFT, THREE SINGLE 2-PDRS, FORWARD, AMIDSHIPS AND AFT, A 20MM BOW-CHASER, 2 SINGLE 20MM IN THE BRIDGE WINGS, TWO TWIN .5 MACHINE GUNS BEFORE THE BRIDGE AND TWO 21-INCH TORPEDO TUBES!



LANDING CRAFT GUN (MEDIUM) (RIGHT) WERE ARMED WITH TWO ARMY-PATTERN 25-PDR. GUNS MOUNTED *EN ECHELON* FORWARD, PLUS TWO 20-MM A.A. GUNS AFT. LIGHT DISPLACEMENT WAS 270 TONS...



(LEFT) LANDING CRAFT SUPPORT (LARGE) MK II, (LCS(L)(2)) WERE CONVERTED FROM LANDING CRAFT INFANTRY (SMALL)...LCI(S) AND WERE ARMED WITH A 6-PDR. IN A TANK TURRET, TWO 20-M.M. A.A. GUNS AMIDSHIPS AND TWIN .5 IN. MACHINE GUNS AFT. A 4-INCH SMOKE MORTAR WAS COUNTER-SUNK IN THE BOWS...



Roger Duhamel

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