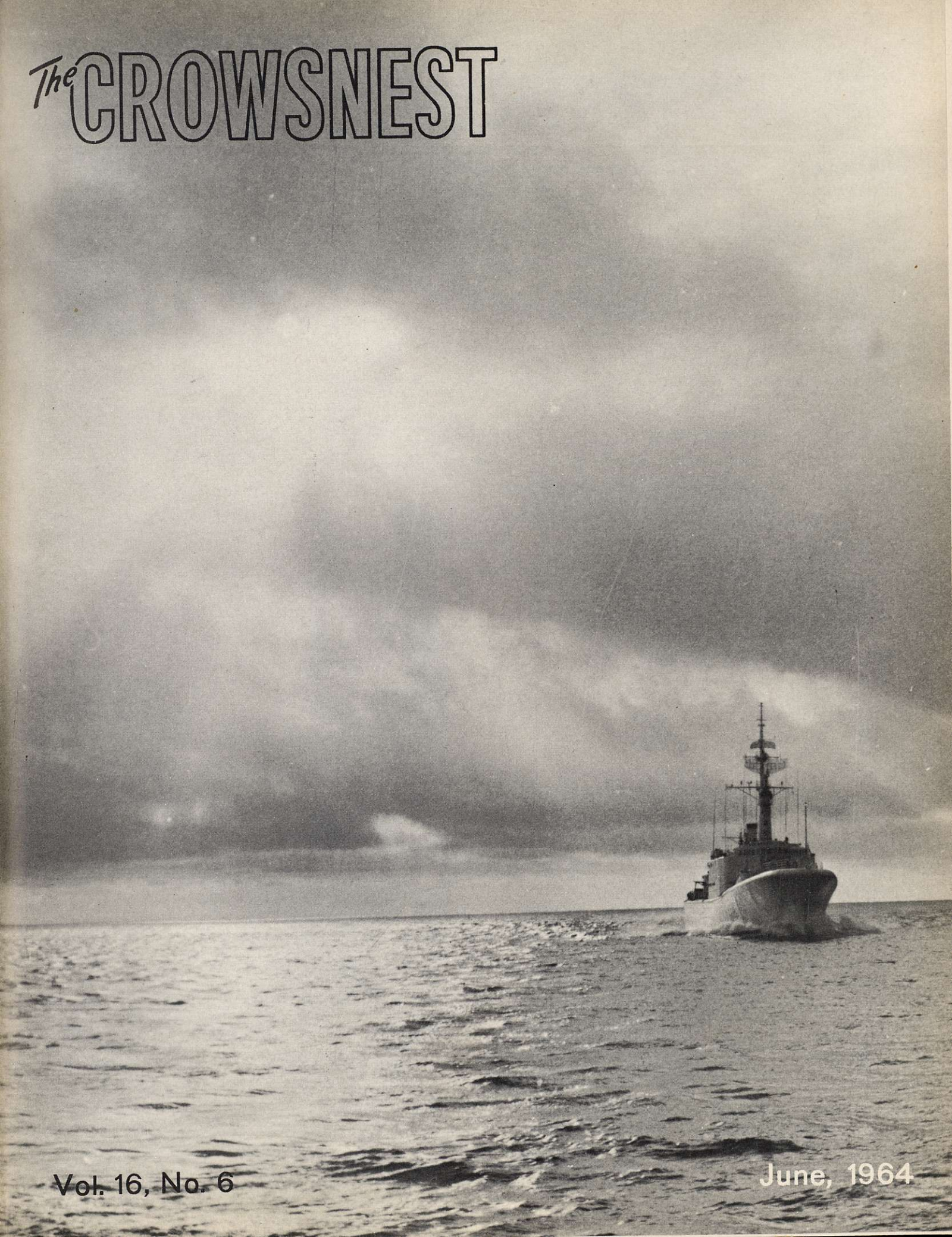
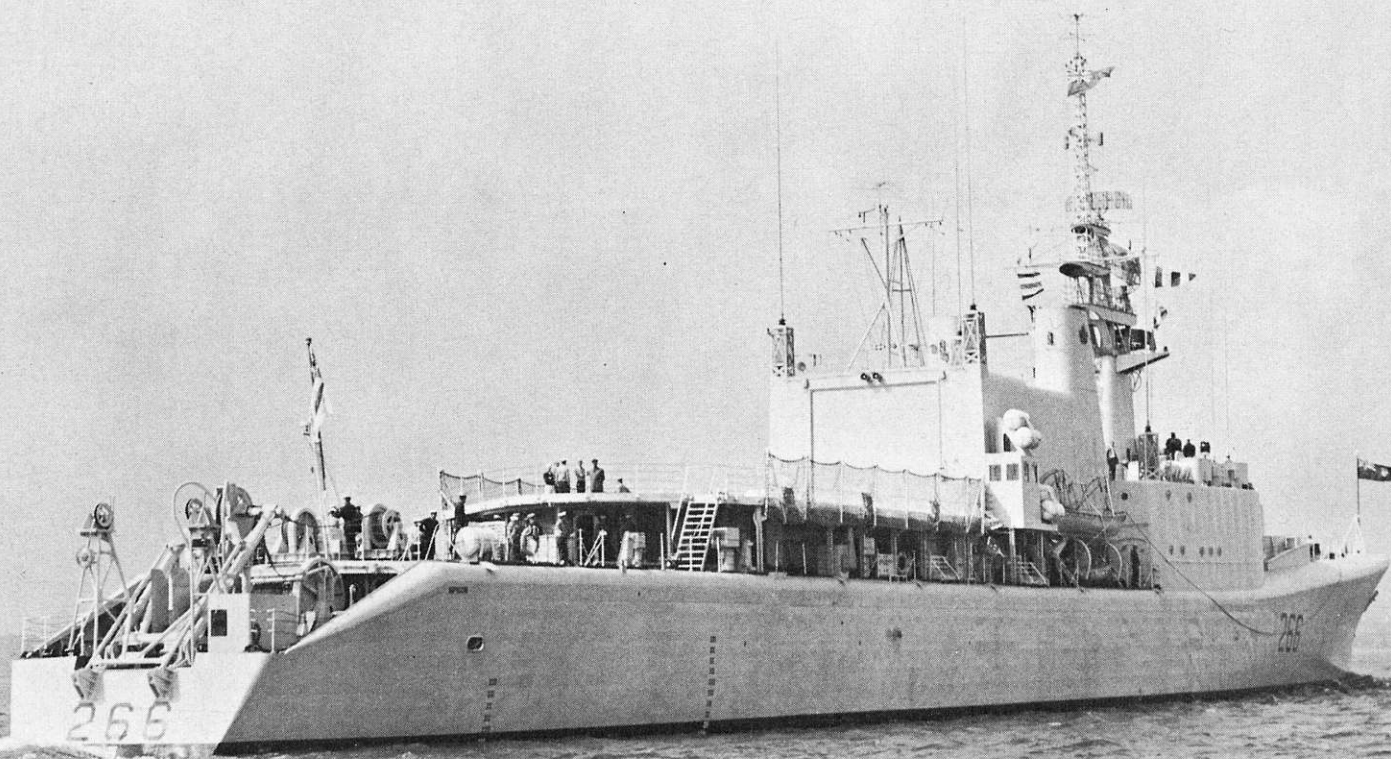


The CROWSNEST



Vol. 16, No. 6

June, 1964



The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE 1964

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>The Benevolent Fund</i>	4
<i>HMCS Nipigon</i>	5
<i>Home from the Sea</i>	8
<i>Naval Reunion '64</i>	9
<i>Officers and Men</i>	11
<i>Weddings and Births</i>	11
<i>Q-Ship Captain</i>	14
<i>Long Way Round (Part Two)</i>	16
<i>Afloat and Ashore</i>	19
<i>Here and There in the RCN</i>	22
<i>Books for the Sailor</i>	23
<i>CNAV Endeavour</i>	25
<i>The Navy Plays</i>	27
<i>Retirements</i>	28
<i>Naval Lore Corner No. 127</i>	<i>Inside Back Cover</i>

The Cover—The *St. Laurent* was photographed five years ago during a routine training cruise in Pacific waters. Now, transformed into a helicopter-carrying, variable-depth-sonar-equipped destroyer escort, she is on her way round the world from Esquimalt to her old home port of Halifax. (E-50275)

LADY OF THE MONTH

After the fanfare of the naming and commissioning ceremonies, HMCS *Nipigon* turned to the business of getting herself ready to join the Fleet.

Her voyage down-river to the sea from Sorel, Que., was interrupted briefly for a demonstration of her unusual features—variable depth sonar, helicopter deck and hangar, and so on—to a party of news media correspondents.

There was another interruption in her trip, to complete a ship's noise experiment begun last fall near Rimouski, and then she continued on her way to her new home port of Halifax. (ML-15111)

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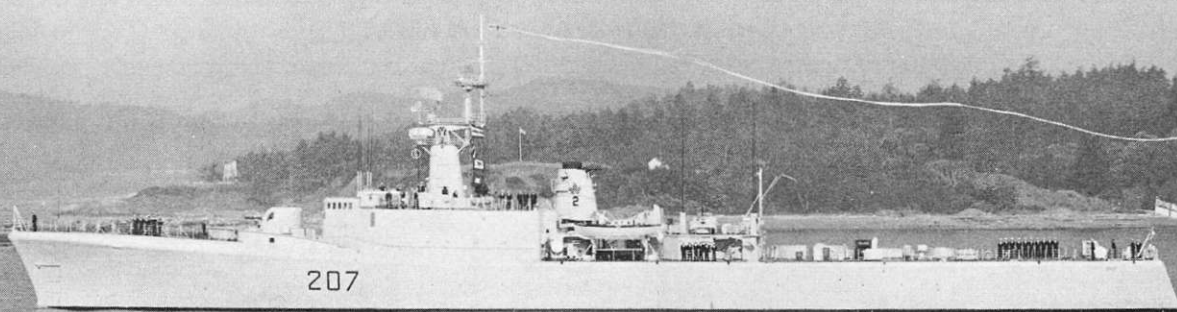
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THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
OTTAWA, Ontario

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

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



RCN NEWS REVIEW

Flying her paying-off pennant, HMCS Skeena sailed from Esquimalt on May 27 for Halifax and subsequent major conversion at an eastern shipyard. The work will include installation of variable depth sonar, and a flight deck and hangar for use by anti-submarine helicopters. Most of her 12 officers and 110 men will return to the Pacific Command. Since commissioning early in 1957, the Skeena has been attached to the Second Canadian Escort Squadron. (E-76615)

Outremont Joins D-Day Ceremonies

HMCS *Outremont* took part in Normandy commemorative ceremonies June 5 and 6 along with the ships of United States, Britain and France.

On the evening of June 5 the ships participated in ceremonies off Lion-Sur-Mer. On Saturday morning, June 6, the ceremonies were held off Omaha Beach and in the afternoon off Utah Beach, scenes of some of the fiercest action during the D-Day landings.

During the Normandy invasion, 20 years ago, the *Outremont* served with the Sixth Escort Group which patrolled the approaches of the English Channel and in the Bay of Biscay to block attempts by enemy U-boats to break into the channel and attack the invasion lifeline.

Following the ceremonies the *Outremont* sailed for Halifax. She is commanded by Lt.-Cdr. John R. H. Ley.

Five Cruises for Officer Cadets

Five cruises in the Atlantic and Pacific Commands are providing summer training for more than 600 cadets of the regular and reserve Navy.

Ships of the Fourth Canadian Escort Squadron are undertaking two cruises embarking more than 250 cadets of the Regular Officer Training Plan. This plan is the principal avenue to a permanent commission in the Navy. Cadets are from the Canadian Services Colleges and universities.

The *Beacon Hill*, *Ste Therese*, *Antigonish*, *Sussexvale* and *Stettler* sailed from Esquimalt May 18 and were to return there July 2. Ports of call on the cruise include San Francisco and Pearl Harbour, Hawaii.

The second ROTP cruise between July 6 and August 21 sees the five ocean escorts joined by sister ships *New Glasgow* and *Jonquiere*. The squadron will visit Long Beach, Calif., and Pearl Harbour.

Approximately 90 ROTP cadets in their third year of training are joining destroyer escorts on each coast for summer training. They are being trained in the First and Fifth escort squadrons at Halifax and the Second Squadron at Esquimalt.

The first of three training cruises for University Naval Training Division cadets across Canada was underway from Halifax. Cadets in the UNTD graduate with commissions in the

RCNR. The *Cap de la Madeleine*, *Inch Arran*, *Buckingham*, *La Hullose* and *Outremont* left Halifax May 8 for calls to British ports and Cherbourg, France. The ships returned to Canada June 12.

The squadron was to take a second group of UNTDs to ports in New Brunswick, Prince Edward Island and the Gaspé between June 22 and July 24. On the final cruise, July 31 to September 4, the ships will proceed to ports in Britain and Ireland.

A total of 360 UNTDs will receive summer training afloat from the East Coast.

Provider, Others Cross Atlantic

HMC Ships *Algonquin*, *Crescent*, *Athabaskan* and *Yukon*, under the overall command of Captain J. P. T. Dawson, Commander First Canadian Escort Squadron, sailed from Halifax on May 22 for a training cruise in European waters.

HMCS *Provider*, fleet replenishment ship, commanded by Captain T. C. Pullen, accompanied the destroyer escort *Yukon* to the eastern Atlantic before proceeding independently to Britain.

She carried out replenishment trials with the *Yukon* en route.

The destroyer escorts were due in Amsterdam, Holland, on June 3 for a seven-day visit. They also will visit ports in Britain before returning to Halifax in mid-July.

HMCS *St. Laurent* is to join the task force in Europe and return with it to Halifax. The *St. Laurent* left Esquimalt on Jan. 7 and following fleet exercises in the Indian Ocean sailed for Halifax via the Mediterranean.

Joint Army-Navy Exercise Held

Exercise Mohawk, a joint exercise to train Army and Navy Forces in certain aspects of combined operations, was held in the Shelburne, N.S. area April 14-17, under the overall command of Rear-Admiral Jeffry V. Brock, Flag Officer Atlantic Coast, and Major-General R. W. Moncel, General Officer Commanding Eastern Command. The training manoeuvre began with loading of Army stores and equipment at Saint John, N.B. on April 11.

Naval elements included a task force of six ships, together with Tracker aircraft and harbour craft. A submarine also participated. Army forces included the headquarters of a force from Camp Gagetown along with a company group and its logistic element. The RCAF provided two Neptune aircraft and the RCMP assisted with their Shelburne detachment and a patrol boat.

The object of the exercise was to transport by sea sufficient Army personnel and equipment to practise protection of military installations in certain Canadian areas. Other objects were to practise the Army force and ships in problems of loading, unloading, approach and landing, to provide naval logistic support for land forces and to practise a company group in combatting a small enemy operation.

Tecumseh Tops In Efficiency

For the second year running, Calgary's naval division, HMCS *Tecumseh*, heads the list of winners in the annual competition for awards to naval divisions across Canada. The awards are based on the results of the annual inspection by the Commanding Officer Naval Division, Hamilton.

Tecumseh retains the Naval Efficiency Trophy presented by the Canadian Shipbuilding and Ship Repairing Association.

HMCS *Cataraqui*, Kingston, has won the Barry German Trophy, presented by the Naval Officers Associations of Canada for the most improved division.

HMCS *Star*, Hamilton, has won the NOAC's RCNR Band Efficiency Trophy.

Skeena Goes East For Conversion

HMCS *Skeena*, commanded by Cdr. M. A. Martin, left Esquimalt on May 26 for Halifax. She will go to an east-

ern shipyard for a major conversion which will include installation of variable depth sonar equipment, and a hangar and flight deck for use by anti-submarine helicopters.

The ship is due in Halifax on June 30, and soon after most of her ship's company of 200 officers and men were to return to the Pacific Command. It is expected the conversion will be completed by early summer 1965.

The ship sailed via the Panama Canal, and ports of call included San Diego, Calif.; St. Vincent in the Caribbean, and New York.

Since her commissioning in March 1957, the *Skeena* has been a member of the Pacific Command's Second Canadian Escort Squadron, based at Esquimalt.

Manitoba UNTD Trophy Winner

The UNTD Proficiency trophy, presented by ex-UNTD cadets, has been won by the University Naval Training Division of the University of Manitoba, Winnipeg, for the 1963-64 season, it was announced in May by the Commanding Officer Naval Divisions.

The runner-up and a close second was the UNTD of Memorial University, St. John's Nfld.

The most improvement during the past year was shown by the University Naval Training Divisions of St. Dunstan's University Charlottetown, and St. Francis Xavier University, Antigonish, N.S.



HMCS *Outremont* took part on June 5 and 6 in ceremonies in the English Channel commemorating the Normandy landings of 20 years ago. On D-Day, the *Outremont*, with four other Canadian frigates, the *Waskesiu*, *Cape Breton*, *Grou* and *Teme*, was stationed about 300 miles to seaward of the invasion beaches. Through an inexplicable oversight, her picture did not appear with the "Ladies of the Month" in the May issue of *The Crow'snest* which showed two other D-Day participants, the *Algonquin* and *Swansea*, which are still in service with the RCN. (DNS-21080)

THE BENEVOLENT FUND

VICE-ADMIRAL H. G. DeWolf, (Ret), was re-elected to his third term as president of the Royal Canadian Naval Benevolent Fund, at the 19th annual meeting of directors of the fund in Ottawa May 25.

The 19th annual report presented to the meeting covered the 15-month period which ended March 31, 1964. The 18th general meeting, held in May 1963, approved a bylaw to change the end of the fund's fiscal year from December 31 to March 31.

"During this period, grants and loans approved were in reduced totals over the previous year," said Admiral DeWolf, "and this may well be attributed to increased participation on the part of applicants in hospital and medical insurance plans and the extension of credit union facilities available to serving naval personnel."

During the 15-month period under review, help was given to 696 persons. Assistance totalled \$209,935.04, of which amount \$96,991.36 was in grants and \$112,943.68 in the form of loans.

Admiral DeWolf said: "With the impending integration of the Canadian Armed Forces, it is only fitting to assure all serving naval personnel, veterans and ex-members and their dependents that the Royal Canadian Naval Benevolent Fund will continue to serve their interests. Naval personnel who are absorbed in the integrated forces will continue to be eligible for benefits from the fund and the only changes which can be foreseen will be in the procedure for making application."

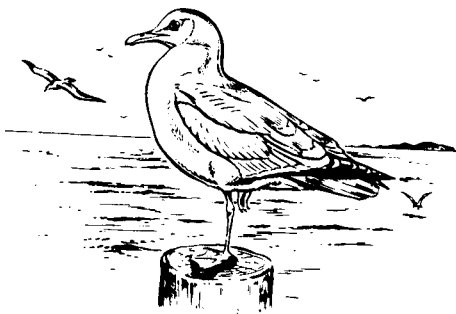
The board of directors for 1964 consists of Vice-Admiral DeWolf; Miss A. I. McPhee, Ottawa; Rev. A. G. Faraday, Chaplain (P), Victoria; CPO R. N. Langdon, Victoria; Lt. W. S. G. George, RCN (Ret), Victoria; Rear-Admiral M. G. Stirling, Ottawa; A. B. Coulter, Ottawa, Cdr. I. A. MacPherson, Halifax; CPO R. J. Carmichael, Halifax; Rear-Admiral W. B. Creery, RCN (Ret), Ottawa; Cdr. T. H. Crone, Ottawa; Rear-Admiral R. A. Wright, RCN (Ret), Ottawa; Lt.-Cdr. H. D. Evans, RCN (Ret), Ottawa; Cdr. J. M. Leeming, RCN (Ret), Victoria; Cdr. B.S.C. Oland, Halifax; Captain R. P. White, RCNR (Ret), Ottawa; A. B. Campbell, Halifax, and Rev. Earl Sigston, Chaplain (P), Halifax.

Elected vice-presidents for two-year terms were Lt. George and Lt.-Cdr. Evans, and elected vice-presidents for one-year terms were Rear-Admiral Wright and Cdr. Crone.

Re-appointed general secretary and treasurer for a further term was Lt.-Cdr. Harry McClymont, RCN (Ret), Ottawa.

In his discussion of the financial standing of the fund, Admiral DeWolf had this to say:

"The most significant change in the physical position of our Fund has been in the field of investments. It will be recalled that in my report last year, our investment portfolio, which contained only Dominion of Canada bonds, was placed under the management of Messrs Fullerton, MacKenzie and Associates.



"The program instituted by our investment manager followed a pattern of switching from low interest Government Bonds to higher interest Provincials. Because low interest bonds sell at a discount whereas high interest bonds are priced nearer to par a loss naturally occurred in the capital or par value of the portfolio. This loss is offset, however, by the fact that the real value, that is to say, the market value of the new portfolio is greater than that of the old and the return of income is greater.

"The increase in income is, of course, permanent and may be increased still further and we have reason to be pleased with the results so far obtained."

The current market value of the portfolio is \$2,700,000, down \$50,000, but revenue is up \$30,000 annually.

"It is of indirect interest to the fund," Admiral DeWolf said, "to note an in-

creased interest of the Navy itself in a vigorous program of financial counselling. The establishment of a financial counselling service in HMCS *Shearwater*, although on a voluntary basis as to personnel, showed the need of such a program has been highly successful in assisting naval personnel to handle their own financial problems without drawing on the Fund. The Divisional Officer's Handbook embodies in Chapter 12 and Appendix 1, much of the program drawn up by the RCNBF and the impetus given to this important aspects of service life should bear good results."

Admiral DeWolf referred to the deaths of three supporters of the fund.

"On July 4, 1963, the fund suffered an irreparable loss in the sudden death of Captain E. A. Thompson, RCN (Ret). The respect and affection which he commanded in naval and civilian circles has mute significant memory in our list of donations and his long and loyal service to naval personnel will ever be remembered.

"The Fund was further saddened during the year by the death of Commodore Paul E. Earl, RCNR (Ret), who was for many years an active and devoted director, with a lifelong interest in naval affairs.

"The sudden and tragic death of Senator D. K. MacTavish removed still another of our founding members. Captain MacTavish was president of the fund from 1942 to 1946 and remained on the board until he accepted the appointment of honorary counsel, which position he held at the time of his death."

Admiral DeWolf said that donations from ships and establishments continued to decrease.

"I ascribe this to a greater need for recreational facilities and welfare items within the Navy which must be met from non-public funds, rather than a diminished interest in the work of the fund. Donations made by serving personnel by assignment of pay have increased and this I trust will continue to receive the encouragement of all naval authorities. The personal assigned pay invites individual interest in the fund and a healthy proprietorship which enables the fund to recruit new members of our claims committees and interested and active representatives from ships in the fleet."



With a stentorian shout that would be the envy of an old-time master gunner, Vice-Admiral H. S. Rayner, right, Chief of the Naval Staff, led three cheers for Madame Vanier, sponsor of HMCS Nipigon, at the May 30 naming and commissioning ceremony in Sorel, Quebec. Her Excellency acknowledged with a cheer for the ship. His Excellency, the Governor General, was guest of honour. Cdr. D. R. Saxon, centre, is the commanding officer.

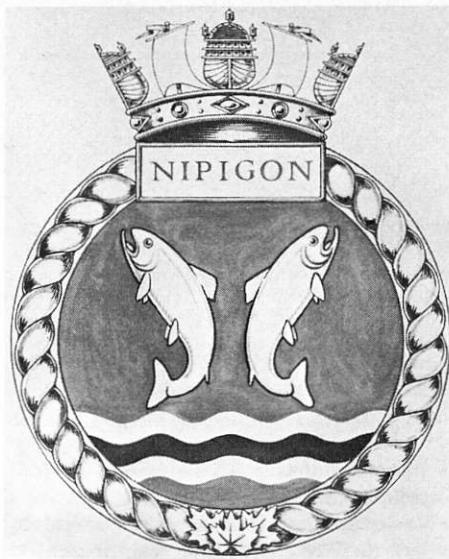
HMCS NIPIGON

THE NAMING and commissioning of Canada's 19th destroyer escort in the postwar Canadian construction program of 20 took place in Sorel, Quebec, with pomp and ceremony on May 30.

Her Excellency, Madame Vanier, wife of the Governor General, as ship's sponsor, pronounced: "I name you *Nipigon*. May God bless this ship and all who sail in her." Before the several thousand spectators assembled on the roomy Transport Department jetty in Lanctot Basin, Her Excellency cut a ribbon on the dais which actuated a jettyside lever intended to smash a bottle of champagne against the ship's side near the boat deck. (The bottle broke on the third try or so, despite perfect rehearsals on the eve and morning of the big day). So much for automation.

The *Nipigon's* departures in design from that of preceding destroyer escorts of the program were emphasized clearly at her ceremonial berth. Just a

few inches of her flush deck showed above the rim of the jetty, dramatizing to the full her flight deck and hangar amidships and the thwartship twin



stacks looming above. They and the variable depth sonar recessed in the stern put the *Nipigon* and the *Annapolis*, commissioning later this year at Halifax, in a class by themselves.

The ability of the *Nipigon* to operate a nine - and - a - half - ton, all - weather helicopter in the ASW role is not unique in the RCN, no more the fact that she has the new variable depth sonar. Two St. Laurents have been commissioned following conversion, the *Assiniboine* undergoing flying trials off Halifax and the *St. Laurent* en route there round the world from Esquimalt. The *Assiniboine* sent congratulations, with the added remark: "Now we are Three". The *Nipigon*, whose brand new motto is "We Are One", acknowledged with thanks and added, "Nous ne faisons qu'un", meaning "We are but one."

However, the *Nipigon* and the *Annapolis* to come have the undeniable distinction of being the only ships with

these ASW advances embodied in original construction. Four St. Laurents will have been converted, on the other hand, by the end of the year and three more are due for conversion.

Hon. Lucien Cardin, Associate Minister of National Defence, who represents the Sorel area in Parliament and who was a war-time RCNVR officer, represented the Prime Minister at the ceremony and had this to say:

"Although it was necessary last October to announce the cancellation of the general purpose frigate program, this does not mean the end of our ship requirements for the Royal Canadian Navy.

"On the contrary, studies are being conducted to determine both the roles and the tasks which will be assigned to the Navy in the future and the most economical way of implementing them. As soon as these studies have been completed, we will be able to develop a ship building program which will fulfil our requirements.

"The necessity of keeping alive the skills which have been developed in the Canadian shipbuilding industry is well-known to the Government and it is the intention to accelerate the major reconversion of the Restigouche class ships . . . In so far as the future of the Navy is concerned, the need to maintain the sea lines of communication between Canada and her allies will continue to play a prominent part in Canada's defence plans, and to this end a modern and well equipped fleet of appropriate size will be maintained."

His Excellency, the Governor General, was guest of honour. He recalled the rescue recently of 34 seamen of SS *Amphialos* by HMCS *Athabaskan* and then the details of his own rescue by HMCS *Fraser* 24 years ago during the fall of France. His Excellency reminded the ship's company of their motto, "We Are One", calling it "the proud boast of sailors who have learned that teamwork is the first lesson of the sea . . . I want Canada to be proud of *Nipigon*. To this end her conduct must be edifying, her discipline inflexible. In company with other ships and other forces, I am sure she will be an outstanding example of unity".

His Excellency recalled "one of the most beautiful and stirring prayers in the English language", the Naval Prayer, in concluding his address.

The vice-regal couple lent their accustomed warmth to the naval event. Madame Vanier's personal interest in the new ship has been high. So much so, that she presented a handsome 27-inch television set for the main cafeteria and a gilt St. Christopher



Nipigon reeve met Nipigon captain May 30 in Sorel when HMCS *Nipigon*, named after a river emptying into Lake Superior, was commissioned. Left to right are Reeve G. T. Waghorn and Mrs. Waghorn, and Cdr. Donald R. Saxon. Nipigon township has a population of around 3,000 and is famous for trout fishing, which is reflected in the ship's official badge—two golden trout leaping from the river in the best heraldic manner.



Her Excellency, Madame Vanier, and Commander Donald R. Saxon, commanding officer of HMCS *Nipigon*, discuss one of her gifts to the new destroyer escort just after it was blessed by Father Joseph Whelly, left, Roman Catholic Chaplain of the Fleet. A medal of St. Christopher, patron saint of travellers, it is mounted between windows of the command position on the bridge. Madame Vanier is sponsor of the *Nipigon*.

Medal, which has been installed in the command position on the bridge. Rev. Joseph Whelly, Roman Catholic Chaplain of the Fleet, blessed this reminder of the patron saint of travellers in Her Excellency's presence.

Madame Vanier will have reminders of her new warship. She was presented

with the ship's badge and a scrapbook in which the *Nipigon's* career will be recorded.

The builders were represented at the *Nipigon* ceremony by A. Ludger Simard, president and managing director. He spoke briefly of the pride that Marine Industries Limited took in

building the *Nipigon*. This was MIL's 35th warship for the RCN.

Vice-Admiral Herbert S. Rayner, Chief of the Naval Staff, spoke for the Navy:

"We are all aware that Canada is not one of the large powers and that our naval forces, in physical numbers, are relatively small . . . This fleet is essential to the security of our coasts and through it, Canada is making a significant contribution to NATO and to the potential sea power of the western world."

Admiral Rayner, in a surprise move, led three cheers and a tiger for Madame Vanier and, although it has been a long time since he had been on a parade square, he needed no microphone to make his voice heard throughout the whole basin area. Response was enthusiastic.

Cdr. Donald Clark, Principal Naval Overseer, Sorel, was master of ceremonies.

The three former commanding officers of the first HMCS *Nipigon*, a steam Bangor of Second World War vintage, were present. Cdr. W. J. Piercey, commanding the Kitchener tender of HMCS *Star*, Hamilton naval division, had the first *Nipigon* from 1942 to 1944. Lt.-Cdr. D. R. Baker, of Kensington, P.E.I., and Lt.-Cdr. J. R. Brown, of Chatham, Ont., both retired, were the succeeding captains until paying off in October, 1945. of her war-time service, His Excellency graciously spoke of "the little ship, which, throughout the Second World War, held a reputation for that useful constancy, which in national defence is every bit as important as spectacular heroism". The first *Nipigon* had a Cold War modernization and was turned over under NATO mutual aid to Turkey where she is known as the coastal escort *Bafra*.

Another guest with a special interest in the ship was G. T. Waghorn, reeve of Nipigon township. He was accompanied by his wife.

Lt.-Cdr. Brown, as the last captain of the former *Nipigon*, turned over to the new *Nipigon* the original commissioning pennant, White Ensign and a copy of her unofficial war-time badge.

The current flag question was brought to mind by the flag activity at the moment of commissioning.

Then the White Ensign replaced the Canadian Red Ensign at the stern. The Blue Ensign meanwhile was hoisted at the jack staff and the commissioning pennant broke from the yard while the Marine Industries house flag came down.

The church pennant was flown during religious services conducted by Rev.

Harry Ploughman, Protestant Chaplain of the Fleet, and Father Whelly.

As His Excellency stepped on board, followed by senior military and civilian dignitaries, two flags seen only occasionally in Canadian warships were broken in the *Nipigon*. The Governor General's flag appeared at the foremast peak. It shows the Royal Coat of Arms on a blue field with "Canada" prominent beneath on a yellow scroll.

Flying for the last time in one of HMC Ships, in this case from the starboard yardarm of the foremast, was the flag of the Naval Board of Canada. A gold anchor centered horizontally on diagonal blue and red portions, it will be laid up this summer on creation of the Defence Staff and resultant abolition of the Naval Board. It is flown whenever two or more Board members are officially present. At the *Nipigon* proceedings, in addition to Admiral Rayner, there were the Chief of Technical Services, Rear-Admiral J. B. Caldwell, and the Naval Comptroller, Rear-Admiral C. J. Dillon.

Besides a strapping Royal Guard and ship's company, two sea-motivated Sorel groups were at the ceremony. The Pierre de Saurel Sea Cadet Corps and the Sorel Sea Scouts have been assisted tangibly in training and in furbishment of training vessels by the naval overseeing staff of Cdr. Clark.

The Sea Cadets had Cdr. Donald R. Saxon, the *Nipigon*'s commanding officer, inspect them and take the salute during ceremonial divisions at a special drill night in their post office quarters. Ordinary Cadet Rejean St. Germain presented him with a guest book for

the new ship on behalf of the Sorel branch of the Navy League, of which Jacques Riopel is president. Mr. Riopel then presented him with Walter S. White's *Pages from the History of Sorel, 1642-1958* on behalf of the Sorel-Tracy Lions International.

The following message was sent following the commissioning by the Chief of the Naval Staff:

"Request you convey my congratulations to all hands on board the *Nipigon* who participated in today's commissioning ceremony. It was very well done.

"Welcome to the Fleet and all good wishes for a happy and eventful commission."

The *Nipigon* left Sorel on Tuesday, June 2, for noise trials off Rimouski (see *Our Navy* 1964 edition of *The Crowsnest*) and was due in Halifax on June 7.

Among the many messages of congratulations in her log was one from Madame Vanier:

"To the officers, petty officers and men of HMCS *Nipigon*: As you set off to sea I send you all my warmest wishes for clear sailing and a happy return to take care of our ship and remember always to serve her in unity and loyalty so will she surmount every difficulty and always bring you safely to port.

"Psalm 139, Verses 9 and 10!

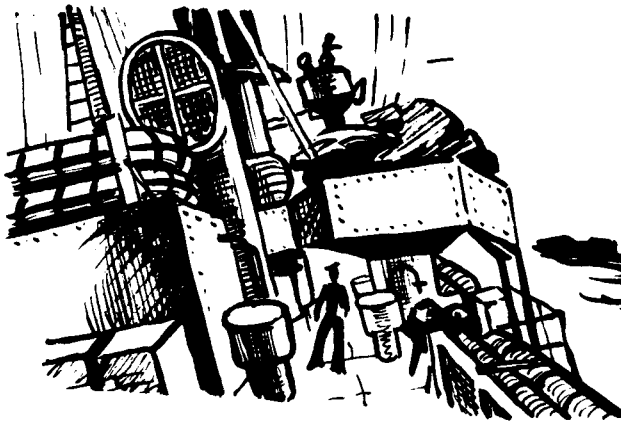
"Your sponsor, PAULINE VANIER".

The Bible verses read:

"If I take the wings of the morning, and dwell in the uttermost parts of the sea; even there shall thy hand lead me, and thy right hand shall hold me."



Lt.-Cdr. John Goudy, left, executive officer of HMCS *Nipigon*, and his wife chat with his parents, Captain L. J. Goudy, RCNR (Ret), and Mrs. Goudy, who came from Vancouver for the commissioning of the RCN's latest destroyer escort.



Home from the Sea



Morris Heads Toronto NOA

A retired RCNR lieutenant-commander, J. L. Morris, has been elected president of the Naval Officers Associations of Canada, Toronto Branch. He succeeds J. H. Morgan.

Other officers are: vice-president and corresponding secretary, A. G. Richmond; treasurer, J. G. Kingsmill; recording secretary, John Harbron, and membership secretary, A. A. Wedd.

Directors are H. A. Agar, D. L. S. Bate, J. N. Donaldson, J. R. Faulds, J. P. Jarvis, A. D. Manchester, J. K. Murray, R. I. Priddle, P. L. Robinson, V. N. Stock, A. C. Theobalds, D. M. Waller, J. B. White, W. M. Wismer and F. Manchee.

Ottawa Veterans Name Officers

New officers of the Ottawa Naval Association, elected at the annual meeting at HMCS Carleton, are:

Gordon Weedmark, president; Barry Baker, vice-president; Lorne Wiggins, second vice-president; Arthur Gowling, treasurer; Allan Atwell, secretary; William Mayhew, William Kennett.

Books Record Names of Dead

Commemorating more than 112,000 Canadian war dead of the wars in which Canada has participated as a nation—that is, since Confederation in 1867—Canada's four Books of Remembrance rest in the Memorial Chamber of the Parliament Buildings in Ottawa, three of them temporarily pending the construction of a permanent repository for them.

Copies of all four books have been deposited in each of the provincial capitals.

The pages of all books in Ottawa are turned regularly according to a calen-

dar prepared for each one by the contracting artist, Lt.-Cdr. Alan B. Beddoe, RCNR (Ret), of Ottawa. Both of the smaller books are displayed completely every six months—51 pages for the South African War Book and 81 for the Korea Book—but it takes a full year to work through the books for the two World Wars—601 pages for the First World War Book and 612 for the Second World War Book.

The South African War Book contains the names of 267 Canadians who died in the South African War and 16 who lost their lives in the Nile Expedition of 1885. The First World War Book contains 66,655 names, the Second World War Book has 44,893 names, and

there are 516 names in the Book commemorating those who died in the United Nations operation to restore peace in Korea.

The First World War Book of Remembrance was placed on its altar in the Memorial Chamber on Nov. 11, 1942. The Second World War Book was dedicated on Nov. 11, 1957, the South African War Book on May 31, 1962, and the Korea Book on Nov. 11, 1962. Because of the Second World War, the ceremony for the First World War Book's dedication was very simple, but for each of the other three, the dedication was made by the Governor General of Canada.—*Canadian Veterans News Notes.*

END OF AN ERA

THE HAULING DOWN of the Admiralty Flag, crimson with gold horizontal fowl anchor, from the Admiralty building in Whitehall, London, marked the end of an era in Britain's history.

The office of Lord High Admiral, whose flag this is, has existed, with occasional breaks, for over 600 years. From the earliest days the country's maritime affairs had been entrusted to a single high officer of state but in the year 1629 his functions were put in the hands of commissioners for executing the office of Lord High Admiral, or the Lords Commissioners of the Admiralty. The sovereign, however, still retained the prerogative of reappointing an individual as Lord High Admiral, or even of holding the office himself. Charles II, for example, conferred the office on his brother, James Duke of York, later King James II, and the last man to be Lord High Admiral was the Duke of Clarence known as the "Sailor" Prince and later King William IV who held the office in 1827.

In recent years there have been nine members of the Board, two political

appointments, the First Lord of the Admiralty and the Civil Lord, six naval officers, known as Sea Lords and the Permanent Secretary. In former times the whole Board changed if there was a new government, but in recent years only the political members of the Board have changed. Since the office of Lord High Admiral was first put into commission in 1628 the flag of the Lord High Admiral has flown over the Admiralty office; it was only lowered to half-mast on the death of the Sovereign.

Now the Admiralty as a separate government department is no more. It has been absorbed into the reorganised Ministry of Defence and the running of the navy will be in the hands of the Navy Department of the Ministry of Defence headed by the Admiralty Board, not—be it noted—the "Navy Board" as originally proposed. Parliament itself decided, after lively debate, that the old title should continue. Moreover, the office of Lord High Admiral has been retained and has been assumed by the Queen, who will, no doubt, fly the flag when she next visits the Fleet.—*Naval News Summary.*



A snappy salute, eyes right and every man in step—a platoon of men that would bring joy to the heart of the toughest navy Gunnery Instructor. Ex-sailors parade to the memorial service held Sunday, May 17 in conjunction with the 10th annual Canadian Naval Association reunion. Close to 3,000 naval veterans of two World Wars and Korea attended the reunion in Kitchener-Waterloo. (COND-9013)

NAVAL REUNION '64

THE TWIN CITIES of Kitchener and Waterloo took on all the character of a convoy assembly point during the week-end of May 15-18 as close to 3,000 delegates and wives from all across Canada gathered for the 10th annual Canadian Naval Association Reunion.

It was one of the biggest and best national reunions held by the naval veterans and the enthusiasm displayed augured well for the future growth and importance of the association.

In the words of Mayor K. R. Hymmen, of Kitchener: "While many reunions and similar gatherings have taken place in the city over the years, none can be more welcome than this reunion of veterans of the senior service."

The 10th reunion was organized by the Kitchener-Waterloo Naval Veterans' Association under the leadership of club president Jim Fromm, reunion chairman E. W. (Bill) Baker and a committee of some 16 hard-working members. All found that the final stages of the organization provided little time for sleep and still less to spend with their families, but the week-end, with all its fun, reminiscing, dining, dancing

and associated pleasures enjoyed by the delegates and their wives made it all worthwhile.

The Kitchener-Waterloo Record put it this way: "The ex-sailors last night shook hundreds of hands, slapped the same number of backs and sang along

Reunion Held In St. John's

While mainland naval veterans were holding their annual reunion in Waterloo, Ont., those of Newfoundland met in the Old Colony Club, St. John's, for their fourth annual get-together.

The occasion was a celebration of both golden and silver anniversaries. In September 1914 Newfoundland seamen of the Royal Naval Reserve were called up for service and 25 years later, in November 1939, the first draft of volunteers from Newfoundland arrived in England.

On both these occasions, Newfoundland sailors went to war as part of the Imperial forces. With the entry of Newfoundland into Confederation in 1949, most recruits now join the Canadian Armed Forces.

in the style reminiscent of an English music hall during the bleaker days of the early '40s. There were magistrates and mechanics, teachers and truckers, broadcasters and bookkeepers, but for one week-end, they were all 'navy'. They were there from the famous and not so famous ships. From the *Bellechasse* and the *Bittersweet*, the *Arvida*, and the *Assiniboine*, the *Eyebright* and the *Chedabucto*."

The week-end got underway on Friday evening, May 15, with a men's giant smoker in the Glenbriar Curling Club and a women's get-acquainted party in the Kitchener-Waterloo Naval Veterans' Association clubrooms, both on Weber Street. This was followed by a well planned stage show for both the men and their ladies.

The reunion was officially opened on Saturday morning in Waterloo Square, with an inspection of the RCNR guard and band from HMCS *Star*, Hamilton's naval division, and a CNA guard of honour by Commodore Paul D. Taylor, Commanding Officer Naval Divisions. Greetings to the delegates were expressed by officials of both Kitchener and Waterloo.

The afternoon saw a sherry party and fashion show for the women and a get-together for the men.

Saturday evening both the Glenbriar Curling Club and the K-W NVA club-rooms went "full ahead both", with the formal reunion banquet and grand naval ball in the former, and an informal dance in the latter. Official guests at the banquet and ball included Commodore Taylor and Mrs. Taylor and Commodore J. W. F. Goodchild, Senior Naval Officer, Toronto Area, and Mrs. Goodchild. Among other guests at the head table were O. W. M. Weichel, MP, and Mrs. Weichel; Keith Butler, MP, and Mrs. Butler and Liston B. McIlhagga, of Winnipeg, president of the Naval Officers' Associations of Canada.

The guest speaker of the evening was Commodore R. I. Hendy, RCNR (Ret), honorary patron of the CNA and the association's legal adviser. In his address to the delegates, Commodore Hendy referred to the government's plans to bring about integration of Canada's armed forces and offered his views on how such a move would affect veterans' organizations such as the CNA.

He said: "It has been suggested that if the Navy, as a separate service, goes, groups such as the CNA will no longer have anyone to draw on in the future and will wither away. There is no justification for this. As long as men go down to the sea in ships, there is need to maintain and develop a maritime armed force for their protection, and

those who man the ships will continue to be the type of person who should become members of this Association. Rather than becoming redundant, an organization such as the Canadian Naval Association would have a greater responsibility in ensuring that the objectives in the Association's charter directed toward maintaining an awareness in the public eye of the importance of maritime power are fulfilled. It is through the intelligent discussion of men who have experienced the sea that an understanding of its vital role to us all can and should be developed."

Referring to the government's *White Paper on Defence*, Commodore Hendy said he did not think that statements in it concerning maritime forces could have been made by anyone not aware of the importance of maritime potential.

"The danger is that others who may not be so well informed or so alert to this may draw the wrong conclusions. Groups such as the Canadian Naval Association can make their contribution by ensuring that these factors are not forgotten or overlooked when the form which Canada's defence forces will take is being considered."

The activities of Saturday evening by no means ended the reunion. Sunday morning dawned bright and clear. . . . a perfect day for reunion activities of a more solemn nature. Delegates paraded to St. John's Anglican Church and St. Mary's Roman Catholic church for special services. Thereafter followed what has become the highlight of the annual reunions, the moving memorial



The littlest sailor, two-and-a-half-year-old Perry James Winter, of Stratford, Ont., looks up at Mel McMahon, Cobourg, Ont., Canadian Naval Association sentry at the cenotaph in Kitchener, during the memorial service. Close to 3,000 naval veterans and their wives were in Kitchener-Waterloo for the 10th annual reunion of the CNA. (COND 9004)

service and wreath-laying ceremony at the city's cenotaph. Led by *Star's* band and guard, the CNA guard and veterans' contingents paraded to pay homage to those men of the sea who did not return from two World Wars and the Korean conflict.

Following prayers led by Chaplain (P) C. H. MacLean and Chaplain (RC) J. P. Farrell, wreaths were laid by Commodore Taylor on behalf of the Royal Canadian Navy and by delegates from the various naval veterans' clubs as the band played "Abide With Me".

The reunion continued on Sunday afternoon and on Monday on an informal note, with the quarters of the K-W Naval Veterans Association "open for inspection" until the delegates, one by one or in groups, headed back to their homes.

During the course of the week-end, memories had been reawakened, battles had been re-fought, runs ashore in all of the old familiar places had been relived, and many friendships born in the '40s and even earlier had been re-established.

Older, balder of head and rounder of torso many of the veterans are, but the common bonds of friendship and comradeship, like the sea, endure forever.



The national presidents of two major Canadian naval veterans' organizations met at the 10th annual Canadian Naval Association reunion in Kitchener-Waterloo. NOAC president Liston B. McIlhagga, of Winnipeg, (left) makes a point on naval veterans' affairs with Herb Maynard, of Oshawa, president of the CNA. (COND-9010)

OFFICERS AND MEN

General Pearkes Visits Outposts

His Honour G. R. Pearkes, VC, Lieutenant-Governor of British Columbia, sailed in HMCS *Margaree* on his fourth annual visit to Indian villages and isolated communities of the lower British Columbia mainland.

He boarded the destroyer escort on May 25 at Port Hardy, accompanied by Cdr. Joseph Roberts, RCN (Ret), His Honour's naval aide from Vancouver, and secretary, Cdr. Gar Dixon, RCNR (Ret).

General Pearkes visited Hartley Bay, Kemano, Zeballos, Tahsis and Ahousat before returning to Esquimalt in the *Margaree* May 31.

The *Margaree* is commanded by Cdr. J. L. Panabaker.

New Captain For Antigonish

Lt.-Cdr. Paul L. McCulloch has succeeded Lt.-Cdr. H. J. Wade in command of HMCS *Antigonish* of the Pacific Command.

Lt.-Cdr. McCulloch had been staff officer navigation/direction to the Flag Officer Pacific Coast and Honorary Aide-de-Camp to the Lt.-Governor of British Columbia.

Cdr. 'Tony' Law CO of Cape Scott

Cdr. C. A. (Tony) Law has been appointed in command of the escort maintenance ship HMCS *Cape Scott*, based at Halifax.

Cdr. Law entered the former RCNVR in 1940. He was awarded the Distinguished Service Cross and two men-

Weddings

Sub-Lieutenant Roger M. Bernard, HMCS *Fraser*, to Moira McColl, of Victoria.

Ordinary Seaman Colin Grant McKenzie, HMCS *Fraser*, to June Hazel Medler, of Victoria.

Petty Officer R. F. Paquette, HMCS *Shelburne*, to Shirley M. Blakeney, of Shelburne, N.S.

Sub-Lieutenant Roger Michael Pyper, VS-880, to Nancy Ronaldson Dunn, of Victoria.

Able Seaman Roy L. Smith, HMCS *Fraser*, to Dorothy Ann Ditlevson, of Victoria.

Leading Seaman W. C. Warrell, HMCS *Shelburne*, to Elizabeth A. Garber, of Dartmouth, N.S.



East met west at the Canadian Naval Association reunion in Kitchener-Waterloo. Left to right, delegate J. Boyle of Halifax, Wren M. J. Nopper, of HMCS *Star*, Hamilton, and H. W. Wassick, Nelson, B.C. (COND-9011)

tions in despatches for his part in English Channel motor torpedo boat actions during the Second World War.

Following the war, he commanded the frigate *Antigonish*, was first lieutenant-commander in the aircraft carrier *Magnificent* and from 1955 until 1957 served as executive officer of the arctic patrol ship *Labrador*.

In 1961, Cdr. Law was appointed in command of the destroyer escort *Sioux* and a year later assumed the additional appointment of Commander Third Canadian Escort Squadron. Previous to his new appointment he was on the staff of the Commodore Personnel Atlantic Coast at Halifax.

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 Jeffery 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.

Change of Command For New Glasgow

Lt.-Cdr. O. J. A. Cavenagh has been appointed in command of HMCS *New Glasgow* of the Pacific Command. He succeeds Lt.-Cdr. J. S. Hertzberg.

Before taking up his new appointment, Lt.-Cdr. Cavenagh was staff officer operations in Atlantic Command headquarters at Halifax.

Educators Shown Through Assiniboine

Officers and men of HMCS *Assiniboine*, the first destroyer escort of the Royal Canadian Navy to be fitted with helicopter landing facilities and varia-

Births

To Leading Seaman Robert Brooks, HMCS *Fraser*, and Mrs. Brooks, a son.

To Lieutenant K. F. Brown, HMCS *Shelburne*, and Mrs. Brown, a daughter.

To Able Seaman David Erskine, HMCS *Fraser*, and Mrs. Erskine, a daughter.

To Able Seaman Murray Forman, HMCS *Fraser*, and Mrs. Forman, a son.

To Able Seaman J. P. Gillis, HMCS *Shelburne*, and Mrs. Gillis (the former Wren J. Irwin), a daughter.

To Able Seaman Dennis R. Harder, of Naval Radio Station, Gander, Nfld., and Mrs. Harder, a son.

To Ordinary Seaman Gordon E. Hart, HMCS *Fraser*, and Mrs. Hart, a daughter.

To Sub-Lieutenant G. W. Kautz, HMCS *Fraser*, and Mrs. Kautz, a daughter.

To Able Seaman John Klassen, HMCS *Fraser*, and Mrs. Klassen, a son.

To Able Seaman R. A. Morrissey, HMCS *Shelburne*, and Mrs. Morrissey (the former Wren I. Ethier), a daughter.

To Able Seaman R. S. Nearing, HMCS *Shelburne*, and Mrs. Nearing, a daughter.

To Able Seaman O'Neil Regnier, HMCS *Fraser*, and Mrs. Regnier, a daughter.

To Able Seaman E. G. Richards, HMCS *Shelburne*, and Mrs. Richards, a son.

To Petty Officer George A. Stewart, Naval Radio Station, Gander, Nfld., and Mrs. Stewart, a son.

To Able Seaman D. J. Thibau, HMCS *Shelburne*, and Mrs. Thibau, a daughter.

To Leading Seaman Russel Thomlinson, HMCS *Fraser*, and Mrs. Thomlinson, a daughter.

ble depth sonar, were joint hosts on May 23 to 100 principals, guidance counsellors and selected students from 10 Halifax, Dartmouth and Windsor, N.S., high schools.

The visitors toured the *Assiniboine* in the afternoon and their hosts familiarized them with equipment on board Canada's modern ships and with some of the duties of the officers and men.

The tour was arranged by Lt.-Cdr. Ben Weber, Area Recruiting Officer, and Lt.-Cdr. Zenon Sadoway, Area Naval Career Counsellor.

HQ Posting For Cdr. Cumming

Cdr. Donald W. Cumming, 39, of Toronto and Ottawa, has been promoted to his rank and appointed to the staff of the Assistant Chief of Naval Staff (Plans) at Naval Headquarters. He is a specialist in marine and aeronautical engineering and a qualified pilot.

Minesweeping Idea Advanced

A suggestion by three civilian supervisors in the Electrical Shop in HMC Dockyard, Esquimalt, has earned them merchandise awards from the Suggestion Award Board of the Public Service of Canada.

They are C. G. Blogg, W. A. Noel, and N. E. Webb, all of Victoria.

They designed and produced detachable, watertight connections to facilitate the replacement of acoustic devices and cables in minesweeping operations. Their improvement was already in use on the West Coast when formal adoption by the Navy came through.

Although Canada's 10 coastal minesweepers were paid off early this year, they have been put in reserve at Halifax and Esquimalt.

Captain Tilley in Sea Training Post

Captain Harold R. Tilley has been promoted to the rank in the Royal Canadian Navy and appointed Captain Sea Training on the staff of the Flag Officer Atlantic Coast at Halifax.

Before taking up his new appointment, Captain Tilley served on the staff of the Chief of Naval Personnel at Naval Headquarters, Ottawa.

Buttons for Long Service

Department of National Defence long service award certificates and buttons for 25 years' continuous service have been presented to Robert C. McCrady and Merrill James McLean.



Second-year cadets of the three armed forces form a colour party at the Canadian Services College Royal Roads. From left, are Naval Officer Cadet Melvin M. Spotswood; Army Officer Cadet Andrew L. Payer, and Air Force Officer Cadet James F. Pfaff. In back is RCAF Officer Cadet Byron R. Hinton. (E-76506)

The presentations were made recently by Commodore Donald McClure, Director General Naval Supply, on whose staff Mr. McCrady and Mr. McLean serve.

Officer's Son Wins Fellowship

A Woodrow Wilson Fellowship for graduate study in the academic year 1964-65 has been awarded to David L. Hitchcock, stepson of Captain Anthony F. Pickard, RCN. Captain and Mrs. Pickard reside at 1208 Cameo Drive, Ottawa.

The award is made by the Woodrow Wilson National Fellowship Foundation, of Princeton, New Jersey, to encourage talented undergraduates to give serious consideration to careers in college teaching. It carries an \$1,800 stipend, plus dependency allowances and tuition cost.

Mr. Hitchcock has been attending McMaster University, Hamilton. The graduate study awards were made to 93 seniors at 19 Canadian colleges and universities.

The foundation administers its fellowship program through a \$27,500,000, five-year grant from the Ford Foundation and

this year has selected 1,507 fellows from among some 11,000 candidates nominated by faculty members through the United States and Canada.

Captain Gaynor In New Post

Captain Beverley E. Gaynor has been promoted to that rank and appointed Director of Matériel and Supply Control at Naval Headquarters.

A commerce graduate of the University of Toronto, Captain Gaynor entered the former RCNVR in 1941. He served in supply and liaison appointments in Britain and Canada during the Second World War.

In 1958 he became Officer-in-Charge of the Naval Supply Depot in Montreal, and since March, 1963, has been at Naval Headquarters as special assistant to the Chief of Naval Technical Services.

Presentation At Bermuda Base

Clasps to the Canadian Forces Decoration were presented to two members of the staff of the Canadian Naval Radio Station, Daniel's Head, Somerset Island, Bermuda, in mid-May by Lt. M. A. Ruymar, officer-in-charge of the station.

The recipients were CPO John Allister Dunbar and Ldg. Sea. Claude Alexander MacDonald.

Chief Dunbar joined the RCNVR in January 1942 and transferred to the RCN four years later. Ldg. Sea. MacDonald spent eight years in the Canadian Army before joining the RCN in 1949.

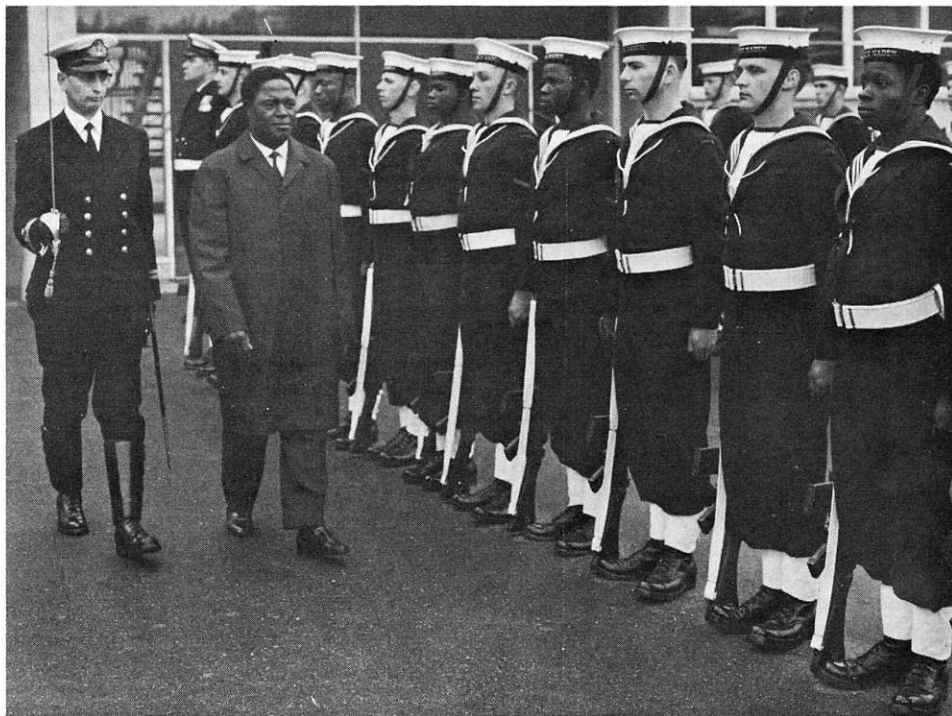
Sailors' Poet. 'Ned' Pratt Dead

"He was the poet of the engineroom, the convoy, the shipwreck, the iceberg, the seas and the strong men who tamed them, the sacrifices of the missionaries, of Canadian prairie sunsets, of Dunkirk and of railways."

These words were spoken of Edwin John (Ned) Pratt, often referred to as Canada's best and best-known poet, by A. J. Northrop Frye. Another noted Canadian, Leonard Brockington, said of Dr. Pratt, who died in Toronto on April 26, that: "Nobody in our generation has seen more clearly the hearts and minds of the strong manhood of Canada."

Edwin Pratt was born to Rev. John Pratt, a Methodist minister in a tiny Newfoundland fishing village, and his wife, Fanny, daughter of a sea captain, on Feb. 4, 1883.

Dr. Pratt studied for the ministry but, according to his own admis-



During his tour of Esquimalt naval establishments Nigerian Minister of State for Navy Mathew Mbu interviewed members of the Nigerian Navy at present under training in Pacific Commandships and in HMCS Naden. While visiting the Naval Technical School he inspected a composite guard of Nigerian and Canadian Technical Apprentices. Lt. L. Goodman is the Officer-of-the-Guard. (E-76155)

sion, he did not feel at home in the pulpit and gladly accepted an invitation from Victoria College, Toronto, to join the English department in 1920. He began writing poetry seriously about the same time and his first volume, *Newfoundland Verse*, was published in 1923.

His major works in later years included: *The Witches' Brew*, *Titans*, *The Iron Door*, *The Roosevelt and the Antinoe*, *Verses of the Sea*, *Many Moods*, *The Titanic*, *The Fable of the Goats* and other poems, *Brebeuf* and *His*

Brethren, *Dunkirk*, *Collected Poems*, *They Are Returning* and *Behind the Log*.

In 1959 he wrote a poem in honour of the journey of Her Majesty, the Queen, to Canada to open the St. Lawrence Seaway. The poem was called *Landfall Ahead*. It was his last poetical work.

New Engineering Officer For 'Bonnie'

Cdr. Francis J. Dayton has been promoted to his present rank and appointed engineering officer in the aircraft carrier *Bonaventure*.

Cdr. Dayton, a graduate engineer of the University of British Columbia and a qualified pilot, entered the Navy at Vancouver in 1949. He served in the cruiser *Ontario* and the aircraft carrier *Magnificent* before joining the staff of the Canadian Services College, Kingston, in 1956 as assistant professor in mechanical engineering.

Personnel Post For Captain Lynch

Captain J. A. M. Lynch, has been promoted to that rank and appointed to the staff of the Chief of Naval Personnel at Naval Headquarters. Before taking up his new appointment Captain Lynch was Assistant Director of Fighting Equipment (Plans) at Naval Headquarters.

CORRECTION

Dear Sir:

I refer you to the article "The Launching of Ojibwa" appearing on page 5 of Vol. 16 No. 3-4 *Our Navy* issue of *The Crowsnest* of March-April 1964. The caption appearing under the picture is incorrect inasmuch as the naval officer appearing with Mr. Chevrier and Lady Miers is Rear-Admiral I. L. T. Hogg, DSC and Bar (Flag Officer Medway and Admiral Superintendent Chatham Dockyard) and not Rear-Admiral Sir Anthony Miers, VC.

Yours sincerely,

W. H. MACDONALD

Lieutenant-Commander, RCN

Secretary to Naval Member, CJS(L)
CAPO 5051

Canadian Armed Forces, Europe

Q-SHIP CAPTAIN

Part One

EVERY WEEKDAY morning at 9:30, a sturdy, barrel-chested figure leaves his West End Vancouver apartment and briskly steps off an up-hill, mile-long walk to the local YMCA. After changing into strip clothes, he climbs on a stationary bicycle and pedals off from 20 to 25 miles. After that, several miles on a sculling machine with the precision of a stroke oar, then a 20-minute workout on the gym floor, all topped off by a cold shower. He changes into street clothes and crisply strides back home to a bracer, sometimes with lime juice. On the week-ends, when the "Y" is jam-packed with youngsters, good weather calls for an eight-mile hike around Stanley Park.

At 91 years of age, this is routine for Archibald Heurtley Reed, Master Mariner and Commander, Royal Naval Reserve and RCNR, Retired. Minus a kidney, lost when he was crushed by a falling horse in a steeplechase race in Vancouver more than 50 years ago; minus all but six of his fingers and thumbs, lost following an anchor accident early in his naval career; minus most of his toes, "Cappy" Reed, as everyone on Vancouver's waterfront calls him, faces the world with laughing, light blue eyes over a hawklike nose, doesn't wear glasses except to read and has perfect hearing. His powerful frame belies his smallish height (5' 4½") and weight (124½ pounds).

A pepperpot by disposition, his speech is liberally sprinkled with salty, sea-going cusswords and he recalls his long adventurous career with relish, illustrating a sea-going dip by thumping the arm of his favourite chair with both hands and thundering out a powerful "Ho-ho-ho!" "Cappy" Reed is proud of his powerful build and bursting good health. He has had one serious illness in his life—last November when he contracted pneumonia and spent several weeks at Shaughnessy Military Hospital. The present day 25-mile bike ride is merely a warm up to his normal 50-mile pedalthon.

Once, between October 1962 and January 1963, he rode a real bicycle 2,215 miles to Calgary, three times in a competition, which saw him make his three trips to the other contestants'

by

Captain W. J. Herbert, RCNR

HMCS *Discovery*

single 715-mile jaunt from the coast to the prairie city. Cdr. Reed won without really trying.

"Cappy" was commissioned in the Royal Navy Reserve as a lieutenant in 1899, served throughout the First World War with most of his real action in "Q" ships, was commissioned in the RCNR in 1939 and served as first Chief Examination Officer in Port of Vancouver under his old friend "Barney" Johnson (Captain B. D. L. Johnson, RCN (Ret)) until July 1941, when he was appointed Naval Officer in Charge, Prince Rupert, where he served until his retirement in 1944.

At the outbreak of the Korean police action in July 1950, one of the first offers of service to arrive at Naval Headquarters came from Cdr. Reed, then a youngster of 77.

C DR. REED was born in Stockton-on-Tees in Durham on Feb. 20, 1873. He attended school at Christ Hospital, which was founded by King Henry VIII for sons of Freemen of London, carried on by Edward VI and, through the efforts of Samuel Pepys, was endowed by King Charles II as the Royal Mathematical School. At 15, his application to enter *Britannia*, the Royal Navy's preparatory school of the time, was rejected because the examining physician found a scar on his neck, which Reed claims came from some forgotten schoolboy illness.

His mind was set upon a career at sea, if not in the Royal Navy, then as a merchant service officer. He applied for and was appointed an apprentice cadet in the well known British shipping firm of Shaw, Savill and Albion Company. As an apprentice, teen-aged Archie Reed went to sea in the clipper ship *Invercargill*, engaged in the wool trade between London and New Zealand. He was on board this famous clipper ship when she made a run from London to Little Town on the east coast of New



Ninety-one-year-old Cdr. A. H. Reed, RCNR (Ret) and RNR (Ret), brushes on some finishing touches to one of his water-colours in his West End Vancouver apartment. "Cappy" Reed specializes in water-colour paintings of sailing ships, in storms and under full sail, and reports that he doesn't need any models since his memories of both ships and storms are vividly stored in his agile mind.

Zealand's South Island in 72 days, a feat that "Cappy" Reed claims equalled or even surpassed the historic 61-day run from Britain to Melbourne, Australia, made by the *Cutty Sark*.

As Cdr. Reed recounts has days in sail, his blue eyes flash and he hammers away at the arms of his favourite chair, mixing in philosophy with vivid stories of his time before the mast.

"It was an interesting trade, having a fine flavouring of sport in that every voyage of a wool clipper was a race upon which bets were laid by persons on shore and even to the seamen who received starvation wages.

"It is this inherent love of sport that created a spirit of loyalty to their ship; that elevated a life of unspeakable discomfort into a calling which produced magnificent seamen who took real pride in their seamanship and who exhibited more mirth and good fun than is to be found in the luxurious living of the sea-going labourers of today. One may remark that luxury and ease do not create happiness. Happiness is one thing that money cannot buy."

IN RECOUNTING one of his voyages in sail aboard the clipper *Langstone*, barque-rigged of 746 tons, "Cappy" Reed remembered that he was one of four apprentices all between 16 and 17 years of age. The *Langstone* was built as a flyer for the tea trade in 1869 but with the opening of the Suez Canal, which killed the tea trade for sailing ships, she had been turned into a wool ship.

"Aboard we did a man's work." Cdr. Reed said. "but with the difference that we paid a substantial premium for our apprenticeship (£25 a year), got no pay and worked and were fed the same as the seamen before the mast. The only concession was that we had our own living quarters—a tiny hole at the break of the poop with just enough room for four bunks and four sea chests which contained our clothing and anything else we possessed. We were entitled to a quarter-pound of pork and a quarter-pound of beef twice a week, but it was always stinking and foul and we couldn't eat it. We had no vegetables, no milk. We lived on biscuits and lime juice, the biscuits were so hard they had to be broken with a belaying pin. But they were chock full of wholesome nutrition and we thrived on them. The lime juice—about three ounces or so in a tot—kept scurvy away and we were a healthy lot.

"We worked from 14 to 16 hours a day. Sometimes, during the approach to heavy weather, one's working hours

were eighteen and 20 hours a day; almost as soon as the watch was relieved it was time to come on deck again.

"It would be imagined that a ship bound for New Zealand round the Cape of Good Hope would hug the African side of the Atlantic so as to shorten the distance, but this is not the case, for on either side of the Equator there is a zone of calms and frequent rains and this zone is widest on the African side. So it would entail loss of time to run into this calm zone, which is known as the doldrums. And here it is that the great test of skill and judgment of the master come in. In the doldrums you would get a perfectly flat calm with the sun beating down and making the pitch in the deck seams boil. The decks would be too hot for the bare feet. Then, without warning, clouds would gather and a deluge of rain that must be experienced to realize, squalls in all directions and much thunder and lightning.

"To work a ship through the doldrums, it was necessary to work the crew mercilessly. Yards were swung round from one side to the other without a breath of wind being discernible; then perhaps a hard squall right ahead; but by driving the crew to exhaustion, the ship would ghost along, making perhaps only one knot; under less severe methods she would literally stand still. However, with every squall there would be the anxious question: 'Is this the trade?' Finally a good squall would come from the right quarter and it would hold and then with joy we realized we had got it."

"Cappy" Reed continued: "The zone of the doldrums is very clearly defined so it is obvious that, by driving and bullying the men, a few precious miles might be gained so that, when the trades were actually picked up, a ship that had been worked hard would be romping away with every sail set; whereas, another ship, only a few miles away would be wallowing and turning around in a flat calm."

HIS DESCRIPTION of a passage in the vicinity of the Cape of Good Hope was so vivid you could almost imagine being in the storm.

"During our passage, when in the vicinity of the Cape," he recalled, "an incident occurred which might well have resulted in the *Langstone* being placed on the missing list. We were running before a strong gale with lower top sails and reefed upper topsails set and, of course, the foresail. This sail, being low down, is most effective when a ship is running before the wind, as it tends to lift her bows. It was raining

heavily and the visibility was not more than 100 yards. The sky was particularly dark ahead. The Old Man had left the poopdeck to lay off the ship's position, study the barometer, plan for the night. The mate was in charge of the watch, and it must be admitted that his sea sense was faulty.

"The seas were beginning to lose their true form and appeared to pyramid. This is a sure indication that we were passing through the exact centre of the storm. Sail should have been shortened and all in readiness for a sudden shift of the wind, but he held on—when suddenly there was a brief lull of less than one minute and the wind came out from right ahead, with a furious squall. All square sails were caught flat aback, the ship's bows rose as her stern dipped and she was being forced down stern first with the sea standing 12 feet deep on the poop. The Old Man attempted to reach the poopdeck and got knocked down, with tons of water pouring down the companion hatch. He reached the deck through the break of the poop. Everything was in confusion as it was impossible to reach braces or halyards. The crew on deck was forced into the rigging to have themselves from being washed overboard or drowned. The helmsman was torn away from the wheel and driven forward the whole length of the ship.

"It certainly seemed to be the finish when, just as the ship appeared to be foundering, she swung slightly off the wind and the foretopmast staysail caught the wind and swung the ship broadside on to the wind, which threw her practically on her beam ends. She had low bulwarks and this practically saved her as she rolled the tons of water off her decks. The Old Man was now in charge; the hands jumped on to the deck; orders were shouted for swinging the yards round and letting go topsail halyards and presently we were riding it out, hove to. The whole incident had lasted only a few minutes, but it was a very near thing."

When he was asked what he did for relaxation in New Zealand, a twinkle sparkled his eyes and he pounded the chair as he replied: "What the hell do you suppose we did?" And while he rode and raced ashore, his method for keeping fit at sea was simple: "Go up to the royal yards, with the mast swinging all over the ky, shinny up a wire rope with wet oil skins on. That keeps you fit enough!"

(The second and concluding instalment of this account of "Cappie" Reed's seafaring career will appear in an early issue.)

LONG WAY ROUND

Part Two

BY SUNDAY, Feb. 9, HMC Ships *St. Laurent*, *Mackenzie* and *Fraser* had crossed the South China Sea and were preparing to enter Johore Strait for a ten-day visit to Singapore and an extended visit to the Federation of Malaysia.

In a torrential rain storm the three ships of the Second Canadian Escort Squadron entered HM Naval Base, Singapore, and secured alongside.

Singapore is a focal point on the international sea and air routes of Southeast Asia. Its strategic position, its facilities and its free port status have all contributed to making it the largest port in Southeast Asia, and one of the world's great commercial centres.

Keen to exploit the treasures of the island, a steady stream of sailors ventured ashore. Singapore is a shopper's paradise, especially for those who love to barter and possess the stamina necessary to achieve their end. Silks, brocades, carvings of wood and ivory, jade, cameras are all to be had and in some quarters the shop proprietors even go to the lengths of serving tea, coffee, or soft drinks to their prospective customers. To many, just strolling along the streets was an adequate pastime. Truly a melting pot of races, colours and creeds, Singapore teems with Chinese, Malaysians, Indians and Europeans, Buddhists, Moslems, Hindus, and Christians. They all seem to live in harmony, skillfully preserving their national character to a high degree even after so many years.

Singapore has a population of more than 1,500,000 people and is said to have the highest birthrate in the world. For years hundreds of thousands have been jammed into slums, often living 12 to a room. But today, in order to relieve this intolerable situation, the government has instituted a vigorous campaign to build high-rise apartments and community centres in outlying districts of the city. Throughout the island can be seen evidence of this campaign as beautiful, tall apartment buildings rise majestically from the fading slum areas.

During the first week of our visit two of the most important national holidays took place one after the other. The first,

the Chinese New Year, the year of the "Azure Dragon", was ushered in at midnight on Feb. 12 amidst a crash of cymbals and a war of firecrackers. Shops and homes were decorated with the New Year's greeting "Kong Hee Fatt Choy" printed on great red banners. The streets overflowed with well wishers dressed in their finest, from small children to the most aged. The time of merriment lasts 15 days, of which only the first two are declared public holidays.

Even stranger is the setting of the Moslem holiday which ends Ramadan, the month of fasting during which no Moslem eats, drinks or smokes between sunrise and sunset. Together the Chinese and the Malaysians celebrate their respective holidays in a mutually happy and friendly way.

Although we had more than adequate warning, few, indeed, were able to resist the temptation to try the local dishes. Among these is "Satay", spicy bits of beef or lamb skewered on a stick

with rice cakes, cucumbers, and a peanut curry sauce into which the meat is dipped. Customers pay according to the number of sticks held at the end of the meal. Perhaps because of the heavily spiced nature of the food, many suffered upset digestive systems which lasted as long as a week or more. For some, it was a lesson well learned.

Our visit to Singapore ended on Feb. 18. We steamed overnight and next morning tied up at Port Swettenham. Here we were kept busy for our entire five-day visit. Trips to the Federation Military Academy, the Rural Development Centre, tours of Klang and the capital city, Kuala Lumpur, sports events with local teams all contributed to making our visit most enjoyable.

Probably the most fascinating part of our visit was our tour of Kuala Lumpur or K.L. as it is more commonly known. K.L. is a most beautiful city. It boasts many splendid buildings, spacious public gardens, with broad, green lawns, modern factories, wide streets and a



The *St. Laurent's* flight deck speeded up delivery of mail from home when a Wessex helicopter from HMS *Victorious* was able to land on with the precious cargo. Ldg. Sea. Roman Repski and Ldg. Sea. Clifford Knot wasted no time in getting the mail into circulation. This mail delivery was made during Exercise Jet 64 and at last showed the utility of the helicopter deck. (E-74896-164)

first-rate network of highways leading into and out of the city. K.L. is certainly a capital of which Malaysia should be proud.

Our next stop was at Penang and we anchored off the tiny island state on the morning of Feb. 24. Penang, like Singapore, is a free port and, much to our dismay, we found that it was even more of a shopper's paradise than was Singapore! Most succeeded in spending their last pennies and on Feb. 27 we put to sea again with little money but many wonderful memories and some fascinating souvenirs.

For two days we steamed westward bound for the Indian island group called the Nicobars. Here, in the sheltered harbour off Nancowry, units of the Indian, Australian, New Zealand, British and Canadian navies assembled preparatory to JET 1964, to compare notes, to discuss the exercise and relax. On the morning of March 2 all units put to sea; the first phase of the exercise was underway.

JET '64 was divided into four primary phases. The first week the *St. Laurent* spent working up with other Commonwealth ships and the culmination of this first training period was a tactical exercise of 24 hours duration terminating on the west coast of Malaysia about 50 miles north of Penang.

After a vigorous schedule and a full week the *St. Laurent* and the other Commonwealth navy units returned to the Nicobar Islands for one last rest and a briefing on the last phase of the exercise called "JETAC". Basically this was a tactical exercise. An "Orange" force, of which we were part, was to launch an amphibious invasion on the coast of the "Blue Force" homeland. Supported by submarines, aircraft, a guided missile cruiser and a

limited number of escorts, it was the task of the "Blue" force to intercept the "Orange" force and either divert or destroy us before we could launch an invasion.

Immediately upon completion of JETAC, the *St. Laurent* broke off from the other units and set course for Colombo, Ceylon, the next leg of our world cruise. The *Fraser* and *Mackenzie*, before leaving for Singapore and the post-exercise washup, steamed past and paid their respects to "Sally" before she chopped CANFLAGLANT and departed westward.

JET '64 was a most rewarding and gratifying experience. Although many

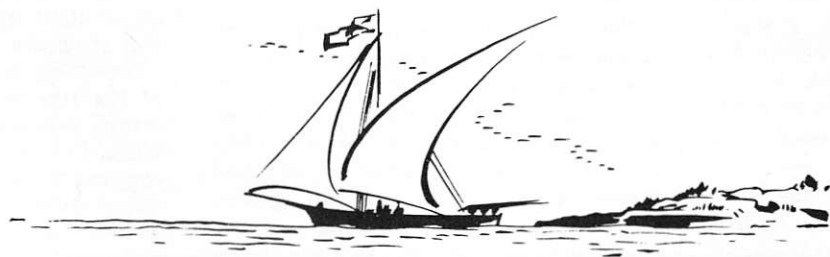
problems arose during the exercise most were resolved in very short order. Fears that the language barrier would impede the exercise proved to be quite unfounded. It is estimated that at least 5,000 Commonwealth sailors worked together at times in an efficient and most professional manner. Considering the varying backgrounds this indeed was an achievement.

As part two of HMCS *St. Laurent's* world cruise closes we are steaming westward across the Bay of Bengal. The sea is flat calm and the sun is burning down. Everyone is looking forward to Colombo, and thoughts are of home and the 12,000 miles we yet must steam.



Ord. Sea. Robert E. Leadbetter talks about his ship to visitors on board the *St. Laurent* during a courtesy call to Port Swettenham, Malaya. (E-74896-129)

(END OF PART II)





The Canadian Scientific Ship Hudson, which was commissioned on February 14, will carry out research in the Atlantic and Arctic oceans. (Bedford Institute of Oceanography photo)

Oceanographic Ship in Service

A new \$7 million oceanographic research vessel, the Canadian Scientific Ship *Hudson*, was commissioned February 14 in Halifax. The vessel will be attached to the fleet at the department's Bedford Institute of Oceanography at Dartmouth, N.S.

One of the most modern research vessels afloat, the 294-foot, 4,800-ton *Hudson* has a cruising range of 15,000 miles and can exceed 17 knots.

A floating laboratory, she is capable of hydrographic and oceanographic work anywhere in the world, but will serve mainly in the Arctic and Atlantic oceans. She is already fully booked for 1964, her main cruise involving a full-scale geophysical investigation of Hudson Bay during July, August and September.

The *Hudson* is fitted with the most modern navigational devices and hydrographic aids, including precise radar, echo sounders, both long and short-range positioning devices that will greatly extend the scope of the hydro-

grapher, and with two-range Lambda, an electronic positioning system. She has special mechanisms to control and regulate ship movement during oceanographic observation and measurement and has modern chart rooms complete with the latest cartographic equipment and facilities for making provisional charts at sea.

Her laboratories are adequate and flexible and equipped with modern facilities and instrumentation. A ship's well about 42 inches in diameter permits the lowering of instruments through the ship's bottom. There is special gear for anchoring in very deep water.

The vessel has a wide variety of special winches, ranging from oceanographic winches with some six miles of wire rope to small bathythermograph winches with about 1,000 feet, for many scientific purposes such as drawing water samples from various depths, handling meters for measuring currents, lowering underwater cameras and lights, obtaining samples of the ocean floor, towing plankton nets and obtaining biological specimens.

The vessel carries two helicopters and has a helicopter hangar. She has three launches (two 37-footers and a 31-footer) and a 30-foot landing barge.

Accommodation is provided for 86 persons, including women oceanographers.

The ship is under the command of Captain John Vieau, of Dartmouth, N.S.

The *Hudson* will leave for Hudson Bay early in July for a three-month geophysical investigation of this body of water, which is one of the large inland seas of the world. The project, under Dr. Bosco Lancarevis, chief of marine geophysics at the Bedford Institute of Oceanography, is expected to throw light upon the age and present-day structure of the bay.

Scientists will make a seismic study of the bay to test the theory that its centre represents a large sedimentary basin two miles deep. This will take continuous gravimetric, magnetic and ocean-bottom topography observations to ascertain whether or not the known geological structures on shore extend out into the bay. They will also take sediment samples and photographs of the sea bottom.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Fraser

March was an extremely busy month for HMCS *Fraser*. On Feb. 29 the *Fraser*, *Mackenzie* and *St. Laurent* sailed from Penang, Malaysia, for the Indian Navy's fleet anchorage at Nancowry in the Nicobar Islands where units of other Commonwealth navies were assembled awaiting the start of JET 64. This was a full scale Commonwealth fleet exercise held in the Indian Ocean. Involved were nearly 30 warships and 10,000 men of the navies of Britain, Canada, Australia, India and New Zealand as well as auxiliaries, subma-

rines and aircraft from the Royal Navy and Royal Australian Air Force.

During the exercise period the *Fraser* participated in more than 70 exercises and steamed 4,589 miles.

The end of JET 64 signalled the departure of the *St. Laurent* from the squadron.

After a four-day visit to Singapore, the *Fraser* and *Mackenzie* sailed south across the equator before proceeding to Hong Kong, and a "crossing-the-line" ceremony was held aboard. In all 184 tadpoles were initiated into the Ancient Order of the Mysteries of the Deep in a fun-filled forenoon.

The *Fraser* and *Mackenzie* arrived in Hong Kong on Saturday, March 28 and berthed at HMS *Tamar*, the Royal Navy base. HMS *Tamar* is situated near the center of the city, adjacent to the Kowloon ferry pier, making it an excellent starting place for tours, shopping trips, or a run ashore.

A shipment of 3,500 pounds of used clothing, sent to needy families of Hong Kong by the "Save the Children Fund" of Victoria, B.C., was formally presented to the Hong Kong Junior Chamber of Commerce on April 2. The clothing was collected by the Junior Chamber of Commerce in Victoria and was distributed in Hong Kong by various welfare agencies.



H.M.C.S. FRASER

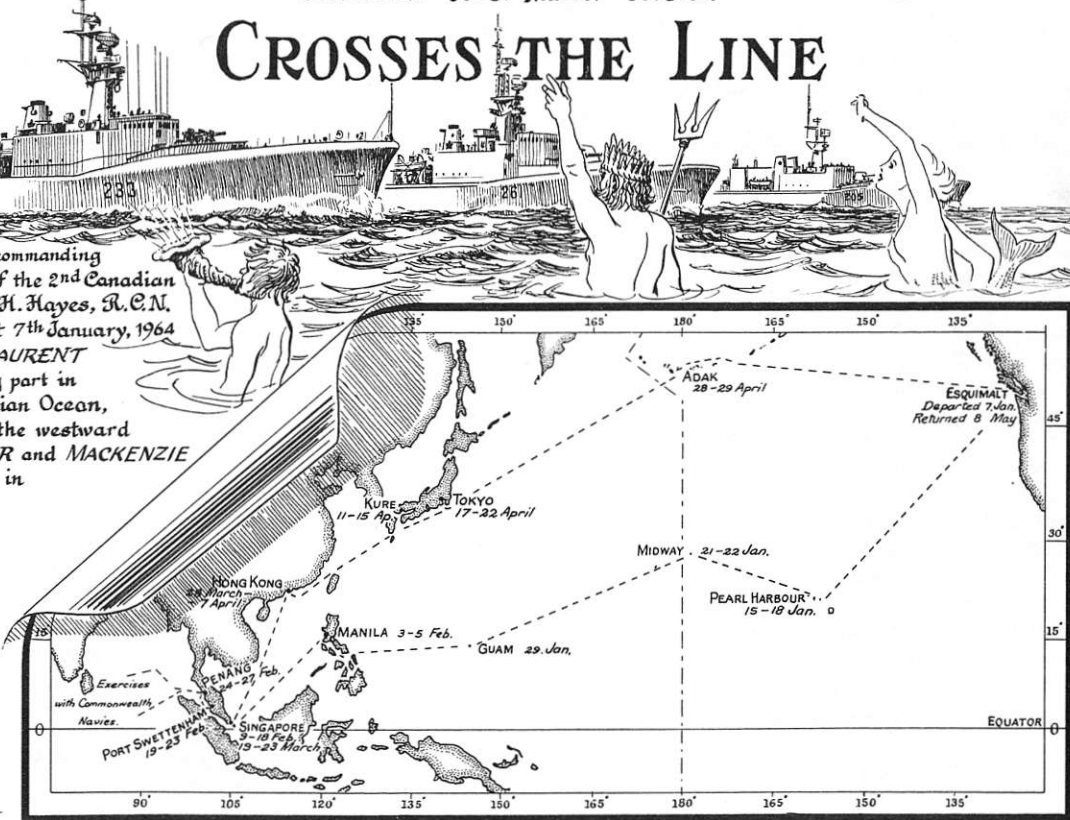
Commander R. C. Thurber R.C.N.

1964

CROSSES THE LINE

Having embarked the officer commanding the 21st Destroyer Division of the 2nd Canadian Escort Squadron, Captain G.H. Hayes, R.C.N., *FRASER* departed Esquimalt 7th January, 1964 with *MACKENZIE* and *ST LAURENT* in company. After taking part in Exercise "JET 64" in the Indian Ocean, *ST LAURENT* proceeded to the westward around the world. *FRASER* and *MACKENZIE* **CROSSED THE LINE** in Longitude 105 East, on 24th March, 1964, and proceeded to Singapore.

This Certifies that
was serving in H.M.C.S.
FRASER during this
cruise.



A replica of a hanging flower basket lamp standard, a familiar sight in downtown Victoria, was also presented to the Hong Kong Urban Council by Captain G. H. Hayes, the squadron commander. It was a gift from Victoria's Mayor R. B. Wilson to the people of Victoria, Hong Kong.

A memorial service was conducted jointly by Chaplain (P) W. B. Taylor and Chaplain (RC) A. M. Desrocher at the military cemetery on Sunday April 5. A guard of honour and a large contingent of personnel from the Canadian ships participated in the ceremony. The service was held in memory of Canadian servicemen, who gave their lives in the defence of Hong Kong during World War Two.

The passage through the Japanese Inland Sea to Kure and Tokyo was made in disappointing weather. Fog prevailed throughout most of the trip, reducing visibility to almost zero at times and depriving the ship's company of what would have been one of the scenic highlights of the cruise. However some interesting tours were organized in Kure. These included an eight-hour tour of Hiroshima and Miyajama, a popular resort island in the Inland Sea.

Almost completely destroyed during the last war by an atomic bomb, Hiroshima has been rebuilt and is now one of the most modern cities in Japan. In the city centre is "Peace Park" where the skeleton of the former industrial museum still stands. This structure, now a monument was in the "ground zero" area when the first atomic bomb was dropped.

Great interest was shown in the Canadian ships in both Kure and Tokyo. More than 2,500 people visited the *Fraser* in the shipbuilding centre of Kure while 3,500 toured the ship during "open House" in Tokyo.

The final leg of the trip from Japan was made via the North Pacific route with a one-day fuelling stopover in Adak. The snow flurries and freezing temperature encountered were a sharp contrast to the 100° temperatures everyone had been accustomed to in Malaysia. On May 5, after steaming over 23,000 miles, the *Fraser* and *Mackenzie* returned to Esquimalt to be greeted by a large crowd of dependents.

ATLANTIC COMMAND

HMCS *Restigouche*

A call at Lisbon, Portugal, marked the end of a long NATO exercise in the Mediterranean for the ship's company of the *Restigouche* last March. How-



There were many happy reunion scenes when HMCS *Qu'Appelle* arrived in Esquimalt after serving for several months in the Atlantic Command. In this picture, Ldg. Sea. Vern Young is greeted by his family. (E-76134)

ever, the decision to send Canadian troops and vehicles to Cyprus forestalled getting back to Halifax within a fortnight as originally scheduled.

HMCS *Bonaventure*, carrying vehicles for the Canadian troops airlifted to Cyprus, needed an escort and the *Restigouche* proceeded to Gibraltar to wait for her. While in Gibraltar, the *Restigouche* landed a specially formed internal security squad which underwent instruction in road blocking, house-to-house searches and crowd dispersal in case it should be needed in Cyprus.

Once the *Bonaventure* arrived, the two ships lost no time in heading east down the Mediterranean. Despite an intense winter storm which carried sand from the Libyan Desert out to them at sea, they made good time and arrived off Famagusta, Cyprus, on March 30 wearing the pale blue United Nations Flag. Unloading of stores and vehicles commenced immediately. During the remaining half day of the stay all personnel had the chance to spend a few hours ashore to see the island they had heard so much about.

Once all the Army transport had been landed the ships weighed and proceeded to Malta. Now that her flight deck was clear, the *Bonaventure* began flying operations with the *Restigouche* acting as rescue destroyer.

Two days in Malta gave the ship's company a chance to stretch their legs ashore and see one of the most historic

islands in the Mediterranean. Tours of the island, always popular with the ship's company, took in almost the whole island in an afternoon.

The next leg of the trip again provided ideal flying weather and there were very few hours of the day or night that the *Bonaventure* didn't have aircraft aloft.

After calling at Gibraltar the ships set out across the Atlantic.

On April 20, the *Bonaventure* and *Restigouche* met the destroyer escort *Crescent* north of Bermuda. The *Bonaventure*-*Restigouche* partnership was dissolved and *Crescent* took over the duties of rescue destroyer.

By the time she reached Halifax, the *Restigouche* had steamed 21,000 miles and had been away 100 days, 64 of which were spent at sea. She had exercised armed parties, fuelled at sea, entertained ambassadors, protected herself in atomic attack exercises and hunted submarines. Her arrival in Halifax started a self-maintenance period and completed a long but worthwhile cruise.—J.K.S.

HMCS *Hochelaga*

The combined efforts of PO Cecil Tabor and six new-entry seamen from HMCS *Hochelaga* and Joseph Bergeron, civilian driver employed at the RCN Supply Depot, Montreal, greatly helped Montreal Police on May 10, in appre-

hending and convicting a breaking-and-entering offender whom they had been seeking for a long time.

While going west on Craig Street in an RCN vehicle on their return from berthing party duty, the naval party saw a man stealing goods through the broken glass of a music store's window display. Mr. Bergeron sounded the vehicle's horn in an attempt to alert passersby but this alarmed the thief and he fled on foot.

PO Tabor ordered the driver to give chase. Noticing that he was being followed, the man began running and backtracking through side streets in the adjacent area in an attempt to elude his pursuers. It then became impossible to continue the chase with the panel truck, so PO Tabor and the new entries got out and pursued the man on foot.

The thief made his way through a bus depot but when he emerged at the other end he found himself face to face with them. He resisted but was overpowered and held until the Montreal police arrived. The man still had some of the stolen goods in his possession and had suffered a cut on his arm from the broken window, giving the police all the evidence needed to put him away.

PO Tabor learned when testifying in court that the Montreal police had tried to indict this man on 14 previous charges but had to release him from lack of evidence.—M.P.R.

This was the second time this year that the initiative of naval personnel had led to the arrest of a lawbreaker in the Montreal area.

Earlier, the Naval Comptroller, Rear-Admiral C. J. Dillon, was instrumental in the apprehension of a shopbreaker in the downtown area. Admiral Dillon saw a man lift an article from a department store counter. He followed the man from the store and down the street at an increasingly brisk pace. After a block or so the admiral picked up a policeman and they ultimately caught up with the suspect after he had ducked into a doorway. On being searched by the policeman, the man was found to be "loaded with loot".

NAVAL DIVISIONS

HMCS *Discovery*

At a recent change of command ceremony Cdr. Albert Holland, took over command of HMCS *Discovery* from Captain Andrew W. Ross, who has been commanding officer of the Vancouver naval division since September 1958.

As he turned over to Cdr. Holland, Captain Ross was ceremonially hauled



CDR. ALBERT HOLLAND
AND
CAPTAIN ANDREW W. ROSS

from the drill deck by wardroom officers on board a jeep.

For Captain Ross, it was the end of a long and eventful career, stretching back 34 years in the Naval Reserve. He joined the RCNVR in Edmonton in 1930 as an ordinary seaman. As a petty officer, he was on his annual naval training when war was declared in September, 1939.

Early in the war he served in HMCS *Sans Peur*, an armed yacht, in the *Prince Robert* and at *Stadacona*. He was an instructor at HMCS *Kings* and was commissioned in 1942.

As an officer, he served on the North Atlantic convoy runs and for some time was in HMCS *Algonquin* in the Murmansk convoy service. For variety he also served in Malta convoys.

Captain Ross was "demobbed" in June 1946 and immediately joined HMCS *Discovery*, where he remained until his retirement. At *Discovery* he served as gunnery officer, training officer, first lieutenant and finally executive officer before assuming his appointment as CO. He was promoted to Commander Jan. 1, 1956, and advanced to Captain on Jan. 1, 1961.

In civilian life Captain Ross is an executive with the Canadian customs service and more recently served as a member of the special ministerial committee to look into the status of the RCNR.

Cdr. Holland is also a product of the lower deck, having joined in Toronto as an ordinary seaman before the outbreak of the Second World War.

He served in HMCS *Beaver*, a converted yacht, the old four-stacker *St. Croix*, the corvettes *Lethbridge* and *Summerside* and the frigate *Outremont*. He was on the Murmansk convoy run and on a 'sweeper duty in the English Channel in preparation for the Normandy invasion. He also served in Bermuda and Gibraltar.

He left the Navy for a short time to try his hand at operating a car agency, but returned on a short service assignment in 1953. For some time he served as staff officer (administration) while at HMCS *Discovery* on SSA. Later he left the permanent force and returned to the Reserve. For a year he served as executive officer with the UBC-UNTD tender and later was named, as a lieutenant-commander, to be XO of *Discovery*. He was promoted to his present rank on Jan. 1, 1964.

HMCS *Star*

A new commanding officer took over at HMCS *Star*, Hamilton's naval division, on May 19. Cdr. H. C. Tilbury, relieved Cdr. R. G. Wilson who had commanded the division since January 1963.

The change of command ceremony took place during *Star's* annual inspection by Commodore P. D. Taylor, commanding Officer Naval Divisions.

Cdr. Tilbury, the new commanding officer, has been executive officer of the division since October 1962. He joined the RCNVR at Hamilton in September 1940 as an electrician. After training in *Stadacona*, he instructed in the torpedo and electrical schools there and at sea in the destroyer Hamilton.

Demobilized in July 1945 as an acting sub-lieutenant (L), he rejoined the naval service at *Star* in September 1949 and has served with the division continuously since that time. He was appointed executive officer in October 1962 and was promoted to his present rank in January 1963.

Cdr. Wilson joined the RCNVR at Hamilton in August 1942 as an electrical artificer. After training at *Cornwallis*, he served at Halifax in HMC Dockyard and as an instructor in the East Coast naval base's torpedo and electrical schools. He also served at sea in the war-time destroyer *St. Laurent*.

Demobilized as a chief petty officer in December 1945 he returned to service with the naval reserve at *Star* in August 1948 as an acting-lieutenant (L). He served with the division until 1960, when he retired as acting executive officer. In January 1963, he was recalled to the active naval reserve to take command of the division.

HERE AND THERE IN THE RCN



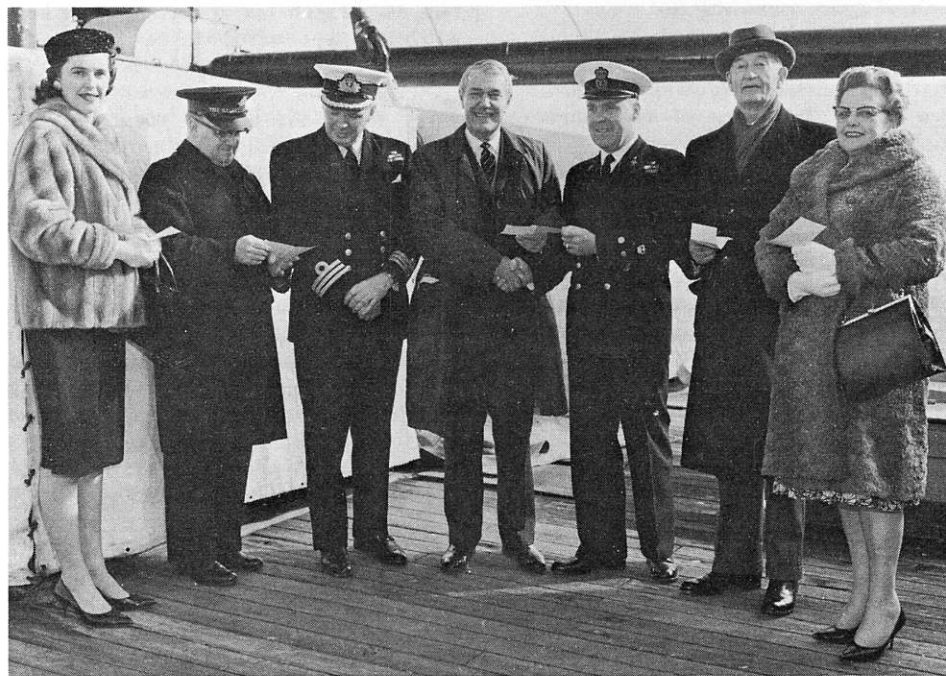
Her Excellency, Madame Vanier, wife of the Governor-General, acknowledges a bouquet presented to her at the naming and commissioning of the Nipigon by 10-year-old Mimi Pontbriand, daughter of Edouard Pontbriand, board secretary at Marine Industries Limited. Mimi and her mother were presented by A. Ludger Simard, left, president and managing director of Marine Industries Limited. In the background is Esmond Butler, secretary to the Governor General.



AB D. D. Hayward, of 33 Utility Air Squadron, looks on while RCMP Constables M. J. Markell and R. E. Sheffield check the safety of his car at Patrician Bay, B.C. The check was required by base authorities before car passes for the current period were issued to personnel. In 68 cars given the 10-point safety check, 16 minor faults were found and corrected. (E-76439)



Lt.-Cdr. William McGown, RCN recruiting officer, Vancouver, presents an engraved mug to Sergeant Ernest (Smokey) Smith, VC, on his retirement from the Canadian Army May 4. Sgt. Smith won the decoration while serving with Vancouver's Seaforth Highlanders in Italy in 1944. He has been a member of the Vancouver recruiting unit for the past 13 years and plans to work as a consultant with a Vancouver travel agency, a position which is likely to take him all over the world.



Six Victoria area charities shared \$2,400, the balance of the Ship's Fund of the paid-off fleet maintenance vessel HMCS Cape Breton in March. Shown holding cheques are representatives of the various charities and ship's personnel. Left to right are Mrs. C. Kellerman, Belmont Park Scout and Guide Hall; Major John Morrison, officer commanding Victoria Citadel of Salvation Army; Cdr. I. A. McPhee, former ship's commanding officer; R. J. Bower, Armed Services Centre, former ship's coxswain CPO Angus P. Allen, Dugald Gillespie, 1964 Conquer Cancer Campaign and Mrs. Winifred Clark, executive director of the Greater Victoria Association for the Retarded. The sixth charity to receive a cheque, the Cerebral Palsy Association, was not represented at the ceremony. (E-75707)

FOR THE DIVISIONAL OFFICER

THE DIVISIONAL OFFICER'S HANDBOOK is a book intended to be of ultimate benefit to the sailor and to the Navy. Dated January 1, 1964, it is for distribution to all officers from the rank of lieutenant-commander down to acting-sub-lieutenant.

The preface reads in part:

"Technology is becoming so voracious in its demands that it may well swallow man himself. There is a very real danger of the man taking second place to the machine, and eventually having no place at all. In the Navy, it is the job of the Divisional Officer to see that this does not happen. It is his responsibility to ensure that the essential dignity and sovereignty of the man is recognized, and that his needs, his aspirations and his individuality are given due consideration."

Having presented these and other lofty remarks, the handbook gets the young and inexperienced divisional officer off the hook by reeling out a wealth of useful information and no little amount of wisdom. It reads smoothly, observes with perception and compassion, but is practical, too. He who heeds and thumbs it well is the better officer, and his sailors the mirror of his enlightenment.

It is not the first handbook for divisional officers in the RCN. The previous guide (mainly extracts from regulations) was soon badly out of date. There had been a stab at up-dating it but when the revision was submitted, Naval Headquarters felt a more comprehensive job was needed.

Staff Officer (Training Publications) in the Directorate of Naval Training "bought" the job, and a happier choice couldn't have been made. Lt. H. R. (Bill) Percy is a widely published author—Ottawa branch president, Canadian Authors' Association; editor of their national organ, *The Canadian Author and Bookman*; frequent *Crowsnest* contributor. Furthermore, he came through the hawsepipe to commissioned rank after service on the lower decks of both RN and RCN.

And so, in addition to the literary touch, Lt. Percy had a solid naval background as officer and man from which to draw. Nor did he hesitate to ask around when putting together this handy guide and reference. He remembered instances when he needed advice, fact, about a situation involving someone in one of his own divisions but had no recourse at the time. Therefore he

has taken pains to incorporate plenty of "for instances" to help surmount the intangibles of human relations. Naval Art Section cartoons brighten the pages, including one of unintentional prophecy, perhaps? It shows an officer shouting "a-TEN-N-SHUN!" in the very best tri-service manner.

The work took six months, spread over a calendar year.

Most of the material is original. The table of contents starts from scratch, exploring the divisional system, the divisional officer, today's sailor, leadership, discipline and morale; then investigates education, training, advancement and promotion, drafting, leave, release and

re-engagement, personnel records and documents, dress, decorations, medals and awards, welfare and recreation; and has a useful appendix about management of personal finances. Some information came from regulations and other manuals, and the financial appendix from a work of the Directorate of Service Conditions and Welfare.

The handbook will be revised every two years, which is the normal course of events for more than a score of publications in Lt. Percy's charge that have to do with rank, trade, courses and what-have-you. Aside from this sort of maintenance, a series of Trade Group Two manuals is projected.—H.C.W.

THE LESSONS OF CONVOY WARFARE

A BOOK written by a professional in taut naval terminology, *Convoy Escort Commander* is about the kind of warfare at sea which so profoundly involved the Royal Canadian Navy in the Second World War.

The author of this account of the Battle of the Atlantic, Vice-Admiral Sir Peter Gretton, KCB, DSO, OBE, DSC, had a long apprenticeship in North Atlantic escorts from 1939 to 1942, then was escort commander of B7 for the next two years. This was a group which met and fought off large wolf packs of U-boats and prompted Samuel Eliot Morison later to write:

"The glorious battle of a British escort group under Cdr. P. W. Gretton to the westbound convoy ONS 5 is regarded by both the Allies and the Germans as a turning point in the struggle for the North Atlantic . . ."
—But read all about it in this 223-page illustrated, appendix and indexed book.

Sir Peter states his purpose in the foreword: ". . . many of the lessons learned at such cost in the last war are

being forgotten, just as precisely the same lessons were forgotten after 1918 and after the Napoleonic wars. I hope that this book will jog a few memories, for the facts are still important even in a nuclear age."

The author is gruff, lucid and very much to the point. He began the book in 1956 but had to wait until retirement to publish it. The freedom of comment makes the wait worthwhile. Because of ill health, he retired recently as Deputy Chief of the Naval Staff and Fifth Sea Lord.

Thirteen chapters recount his personal experiences and he "confined the preaching mostly to the last two chapters". He can be very critical. Yet it can also be seen that he was humane, if necessarily ruthless with incompetence.

His escort group had a mixture of people, including a Canadian captain and one or more Australian commanding officers. The captain of the British corvette *Sunflower* was the Canadian. Of Lt.-Cdr. James Plomer, RCNVR, (Later Commodore, OBE, DSC and Bar, CD, RCN (Ret) he writes. "The *Sunflower* was splendid, and her Canadian captain had an inquiring and keen mind which tackled problems in an unconventional way and much helped me, with my traditional approach."

**BOOKS for the
SAILOR**

The author is sold on convoys since their British beginnings in the 13th century. He resolutely defends all their aspects then and now. He writes:

"Perhaps the most dangerous and misleading phrases used in discussing maritime warfare are those of 'protection of shipping lanes' and the 'defence of our lines of communication'. Over the centuries it has been proved and re-proved that it is impossible to protect a 'sea lane' unless it is very narrow and very short. The aim is to protect ships, not bits of water—ships which are proceeding from one port to another. The only area of the ocean in which we are really interested is the part in which the ship is physically placed at the time."

He won't buy the hunter-killer role unless such groups are employed in the close support of convoys where, in his experience, "they did little aimless patrolling".

He rejects the convoy as a defence. "... Convoy is the essence of offence, for instead of dispersing your forces in search of an enemy whose object is to avoid them, it forces the enemy to scatter his forces in search of your shipping, and when he finds it either to fight on your own ground and on your own terms in order to reach your shipping or to remain impotent. As Admiral Sims said in 1918, it is a purely offensive measure'."

MEMORIAL TO THE ANGLERS' FRIEND

THOSE FORTUNATES who do their angling in the Maritimes or on the West Coast, pursuing the noble salmon, the sea-run steelhead, or the other virile trout of those favoured regions, may possibly not be acquainted with the name of Dr. W. J. K. Harkness, to whose memory the handsome volume *Fish and Wildlife* is dedicated. Those, however, whose angling hours have been spent mainly in the less-favoured (piscatorially speaking) province of Ontario certainly will be familiar with his name and will hold it in high esteem.

It is for the benefit of non-Ontarians then that the reviewer must explain that Dr. Harkness was from 1946 to his death in 1960 the Director of the Fish and Wildlife Branch of the Ontario Department of Lands and Forests. For more than 20 years prior to 1946 he served the University of Toronto and the Ontario Government as teacher and scientist in his chosen field of lim-

What of the future, in a nuclear war?

Sir Peter argues that "... the problem should be considered in terms of convoy warfare rather than of convoy defence. It will then be appreciated that there may be compensating developments in the powers of defence that make attacking a convoy as daunting a task as ever in the past, though its size, shape and density may be very different to what we have been accustomed. And can we be sure that a future conflict will include the use of nuclear weapons?"

He has lots of homely advice in the book—exercises to avoid defective sirens and fog-buoys rusted on their reels, for instance. He underlines a lesson of the last war when more than 1,000 ships were lost by collision or grounding, perhaps the most important reasons being "undue insistence on not burning navigation lights and on maintaining radio silence" in areas where, in certain periods of the war, the ships were entirely safe from submarine or air attacks. So he begs future planners to have more flexibility.

All in all, this presents a fine addition to the bookshelf of every professional sailor.—H.C.W.

CONVOY ESCORT COMMANDER, by Sir Peter Gretton, published May, 1964, by Longmans Canada Limited, 55 Barber Greene Road, Don Mills, Ont.; 223 pages, illustrated; \$6.75.

nology, the freshwater equivalent of oceanography and marine biology. His spare time he gave to many causes, most of them connected with those fields of endeavour which are perhaps best described by that oft-misused word "conservation." In his long lifetime of service Dr. Harkness gained the respect, admiration, and gratitude of all who knew him or who knew of his services to the cause of conservation in Ontario.

The list of 15 eminent scientists, civil servants, and newspapermen who have contributed articles to *Fish and Wildlife* is an impressive one and is some indication of the high regard in which Dr. Harkness was held. But with so many articles one cannot possibly discuss them all in a short review. Three of them are essentially personal tributes to Dr. Harkness—four, if one includes the introduction by the inimitable Greg Clark. Most of the others are, naturally, enough, scientific articles by colleagues

or pupils of Dr. Harkness, but their content and style is such that they are all as interesting to the layman, as they are valuable to the scientist. One word of warning—do not read Dr. Fallis' "Parasites—Our Silent Enemy" immediately before dining, especially on Fridays.

One of the articles in this book deserves special mention and that is Dr. C. H. D. Clarke's "A Philosophy of Conservation". If the clear reasoning, unobtrusive erudition, and graceful style of this article are reliable criteria, then perhaps Ontario has been fortunate enough to find a worthy successor to Dr. Harkness.

Though Dr. Clarke's article is perhaps one of the best in the book, the reviewer can unhesitatingly recommend all of them not only to the many anglers in the RCN and Reserves but to all who have any interest in nature and in conservation.—T.T.

FISH AND WILDLIFE—A Memorial to W. J. K. Harkness, J. R. Dymond, editor; Longmans Canada Limited, 55 Barber Greene Road, Don Mills, Ont.; pp ix, 214; \$6.00.

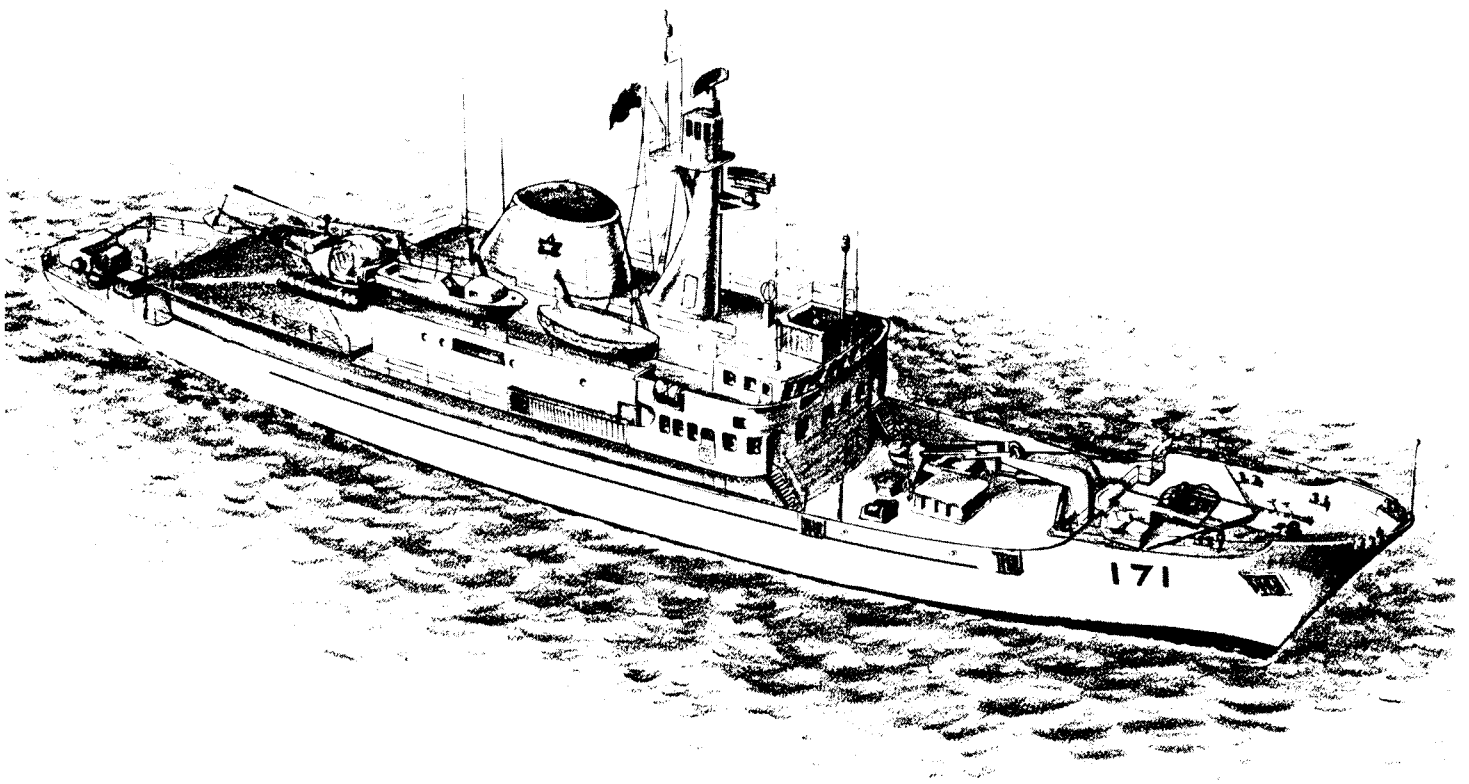
DEVICE DISPLAYS WEATHER 'PROBS'

A modern device, newly adopted by the Royal Canadian Navy, is enabling senior officers of naval forces at sea to deploy their surface and air units to greater tactical advantage.

This has involved installation of facsimile equipment which provides a visual picture of current and future weather conditions and gives those directing anti-submarine operations at sea the ability to take full advantage of prevailing and expected weather and sea conditions. Facsimile equipment enables charts and diagrams to be transmitted in picture form. The chart or diagram viewed at sea is an exact reproduction of that produced and used in the weather office ashore.

Ships with the gear are capable of receiving copies of the current chart of weather conditions over the whole of North America and the North Atlantic, and also forecasts for a period of up to 36 hours. The charts are available within six hours of the time of observation of the data on the charts, which is almost as soon as it is received in a weather office ashore.

Oceanographic data, such as wave height forecasts, sea surface temperature charts and charts showing the thermal structure of the sea are also available, as well as the ice charts prepared by the Ice Central Halifax.



To be known as CNAV Endeavour, the oceanographic research vessel AGOR 171 is under construction at Yarrows Limited, Esquimalt.

C N A V ENDEAVOUR

FOR MANY YEARS the Royal Canadian Navy has been concerned with the difficult problems of anti-submarine warfare, and some significant advances in this highly specialized field have been made. However, the advantage gained by surface and air forces was soon countered by the advent of the operational nuclear submarine and the task of locating and destroying a modern submarine has become increasingly complex.

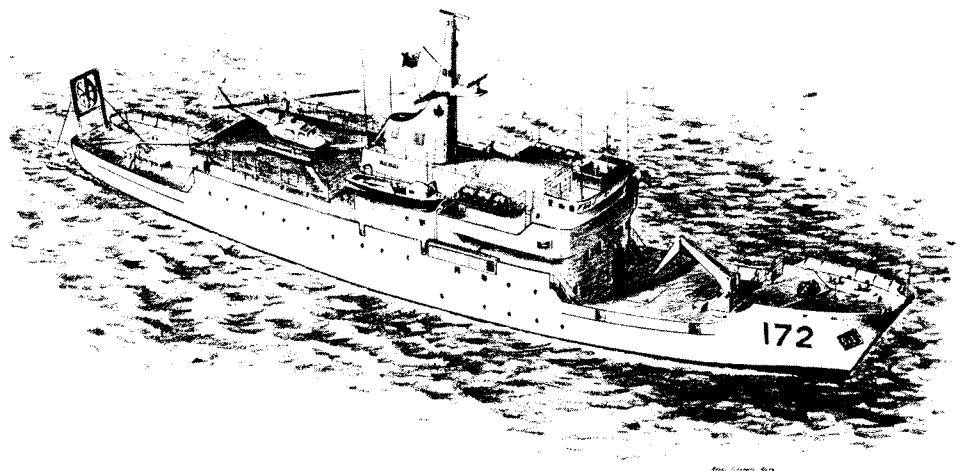
In recognition of these problems, the Defence Research Board of Canada, the Pacific Naval Laboratory and the Naval Research Establishment, who are involved in anti-submarine warfare research and development, are to increase the scope of their studies. This will include research in underwater detection techniques, underwater target identification and classification, underwater communications, noise reduction and anti-submarine weapons systems.

To carry out these additional studies it was decided a new naval research vessel would be required and in November 1962, the construction contract for such a vessel was let to Yarrows Limited, Esquimalt.

The new vessel, designated AGOR 171, will be the first open-water maritime research vessel designed and built

in Canada. Scientists from the Pacific Naval Laboratory, the Institute of Oceanography of the University of British Columbia and the Department of Mines and Technical Surveys will use

the ship. Facilities for research in underwater acoustics, geomagnetics, submarine geology, and physical, chemical and biological oceanography will be provided on board.



A somewhat larger research vessel than the Endeavour is planned for use by the Naval Research Establishment, Halifax, to carry out acoustic hydrographic and general oceanographic work, for the most part as it is related to anti-submarine warfare.

Approximately 50 contract drawings, a model, a detail specification and a projected inventory were required before construction of the vessel started.

The hull configuration chosen is designed to give the best sea-keeping characteristics in the shortest length. A transom stern, bulbous bow, a fairly high rise of floor and considerable flare above the load water line are other design characteristics.

The new vessel will have twin screws for maximum manoeuvrability at slow speeds in ice, and a crow's nest fitted with engine and steering controls for ice navigation. The ship is designed to meet Lloyds class 3 requirements for navigation in ice.

The general characteristics are:

Length over-all. 236 ft. 1 in.
Breadth 38 ft. 6 in.
Designed draft . 12 ft. 10 in.
Displacement .. 1,560 tons
Endurance 10,000 miles at 12 kts.

The main propulsion machinery consists of twin diesel-electric motors producing a total of 2,900 shp at 16 kts. The machinery space is divided by a water-tight bulkhead; the forward section, called the generator room, contains the propulsion generators, ship's service pumps and evaporators; the after section, named the motor room, contains the propulsion motors, exciters and switchboards.

Safety features include a CO₂ smothering system and in the main machinery spaces and a sea-water spray system in the magazine provided for the storage of explosive charges required for acoustic research.

Helicopter handling facilities include a 48 ft. x 31 ft. flight deck, a telescopic hangar and aviation fuel stowage.

Deck machinery, both scientific and ship's service, has been chosen and fitted so as to give maximum use. All upper deck machinery requiring fine speed control is operated by electro-hydraulic power. Loads up to five tons

can be handled over most of the ship and loads up to eight tons can be handled in deck working areas. Two oceanographic winches capable of holding 30,000 feet of 5/16 in. wire are fitted.

Also on the upper deck are wet and dry laboratories, workshops, an electronic maintenance room, photographic laboratory and offices. Each of the laboratories will be fitted with interchangeable equipment so that their functions may be changed as required. Fixed equipment includes precision depth recorder displays.

Although the primary concern of the designers has been that of providing the best possible platform and equipment for scientific study, personnel comfort has not been overlooked. Much thought has gone into the positioning of sleeping cabins and messing facilities. One of the maritime scientists' adage of "when not working the scientist should be sleeping" can easily be put into practice when AGOR 171 enters service later this year.

PILOTS' PATHS CROSS AGAIN

As a senior high school student in Minitonas, Man., in 1958, Bruce McKay listened to an address given by a naval school relations officer on the advantages of a flying career in the Royal Canadian Navy.

The officer was Lt. David Oliphant, of nearby Dauphin, Man., who had just come ashore after serving as a helicopter pilot in HMCS *Labrador*, Arctic patrol ship since transferred to the Department of Transport.

Today, Lt. Oliphant has as his partner Sub-Lt. Bruce McKay, and as helicopter pilots with HU-21 naval air squadron they are carrying out an assignment flying "Pedro" on board the *Bonaventure*. "Pedro" is the radio call sign assigned to helicopter which performs "plane guard" and general purpose duties.

"Pedro's" job is to fly near the carrier when Trackers anti-submarine aircraft are taking off and landing, standing by for rescue duties in case a Tracker goes into the sea.

Pilots of the Tracker Squadron, VS 880, have an excellent safety record but even though "Pedro" is seldom called upon, they agree "It's nice to have him around."

"Pedro" is called upon to perform a variety of tasks, including transfers of personnel, mail and equipment between ships in company and between ship and shore.



Lt. David A. Oliphant checks an exercise area on a map with Sub-Lt. Bruce McKay, seated in the cockpit of a Sikorsky helicopter. Both are pilots in HU-21, the Royal Canadian Navy's utility squadron and are serving on board the *Bonaventure*. (BN-5156-108)

The helicopter was along on the *Bonaventure's* mission carrying Canadian Army troops, vehicles and stores to Cyprus.

BAND SUPPORTS FLEET CLUB FUND

The famed *Stadacona* band of the Royal Canadian Navy, and guest artists Jean Marshall and Clarence Fleiger,

presented a concert on April 2 at Saint Patrick's High School, Halifax, with Don Tremaine of Don Messer's Jubilee as master of ceremonies.

Proceeds from the concert went to the new Fleet Club building to be constructed on Barrington Street at HMCS *Stadacona*.

The program featured the *Stadacona* band as a concert group rather than in its well-known marching form and was under the baton of Lt. W. J. Gordon.

Among the presentations were vocal solos and duets by Jean Marshall and Clarence Fleiger, and concert selections from "Cavalleria Rusticana" (Mascagni) "Overture to Rienzi" (Wagner), and selections from the score of the popular Broadway musical "West Side Story" (Leonard Bernstein). The prominent nautical number of the evening was the symphonic scenario, "Victory at Sea" by Richard Rodgers.

Lt. Gordon was born in England and completed his Royal Academy examinations before the age of 14, and then entered the Royal Marines as a musician. He attended the Royal Naval School of Music for four years and served for 15 years with the Royal Marine Band in various parts of the world. He qualified for bandmastership in 1951, obtained his Licentiate Royal Academy of Music (Conducting) in 1952, and transferred to the Royal Canadian Navy in 1954. He is now Staff Officer Bands, East Coast, and Bandmaster, HMCS *Stadacona* Band.

THE NAVY PLAYS

New Swimming Records Set

Two pool records were smashed on May 26 in the RCN's new entry swimming championship at HMCS Cornwallis. St. Laurent division won the 200-metre medley relay in 2.55, as against the old mark of 2.57.4. Fraser division took the 200-metre free style relay in 2.17.3. The old record was 2.21.5.

Fraser topped the list with 49 points. St. Laurent was second with 39, followed by Gatineau, 26, and Assiniboine, 23.

Top Badminton Honours to Stad

Stadacona counted 44 points to take top honours in the annual Stadacona invitational round-robin badminton tournament in early May. Stad "B" team was second with 25 points, followed by Valley with 22, Dartmouth 17 and Stad "C" 12.

Sixty players competed. Captain D. G. Padmore presented the Stadacona rose bowl to Cdr. E. S. Baker following events.

Some of the closest matches were in the first men's doubles section. Hardest fought women's doubles match saw Florence Fitzgerald and Charm Cottingham, Dartmouth, defeat Jean Jones and Alice Dower, Stad, 17-16, 17-16.

Sailors Compete in Cross-Canada Rally

Two Shearwater sailors returned to duty in late April after having spent a week driving over what they de-



The Rayner Trophy, donated in 1963 by the Chief of the Naval Staff, is awarded annually "for the most outstanding sailing achievement by a member or to the member who has made the most outstanding contribution to the objectives of the RCNSA". This year's winner, Lt. Maurice Carey, RCN (Ret), of the Halifax Squadron, was presented with the award at a brief ceremony during Admiral Rayner's recent visit to the Atlantic Command. Looking on is Lt.-Cdr. Peter Poole-Warren, commodore of the RCN Sailing Association's local squadron. (HS-75008)

scribed as "the roughest and least passable roads in Canada" and placing eighth in individually entered cars in the Shell 4000 Cross-Canada rally.

PO Richard Pepper and Ldg. Sea. William Jackson entered the rally for the first time this year, driving PO Pepper's Volvo, a make of car that captured the top four spots in the race.

Since the two sailors finished out of the prize money, they ended up out of pocket by a \$500 entry fee and another \$500 in expenses, to say nothing of sac-

rificing a substantial portion of their annual leave.

Although they were eighth among individual entries and 23rd in the total field of 62, they had the satisfaction of completing the Vancouver - Montreal grind ahead of many professional drivers, some of whom had flown from Europe to compete.

PO Pepper has taken part in 10 previous rallies and Ldg. Sea. Jackson in 15, of which he won five, but this was the pair's first cross-Canada drive.

HMS VICTORY SAVED FROM COLLAPSE

Extensive repairs during the past 10 years have averted the risk of HMS Victory collapsing at her dock at Portsmouth Dockyard through widespread rot and decay discovered in the early 1950s, according to Admiralty News Summary.

As a result of the anxiety felt a decade ago concerning the condition of the ship, the Victory Advisory Technical Committee, originally formed in the 1920s, was reconstituted in 1955.

Since then the rot and decay found

in the lower parts of the ship—the keelson, lower timbers, riders and planking—have been repaired. The heavy repair work in the vicinity of the keel is nearing completion, although there is still a wide belt of defective structure extending around the ship between the completed bottom repairs and those undertaken in the 1920s above the waterline.

Special purchases of timber have been made, and immense pieces of oak and teak have been cut, fashioned and fit-

ted by craftsmen using tools similar to those used in the original construction of the ship in 1759.

It has been decided to completely re-rig the Victory in Italian hemp. Needed for the work will be 34 miles of hemp, three tons of spun yarn, 300 yards of old canvas, and 224 gallons of tar.

According to *Nautical Magazine*, it costs about \$90,000 a year to maintain the Victory, apart from the cost of the new rigging.

RETIREMENTS

CPO HARVEY GORDON DAY, CD; C1ER4; joined May 6, 1940; served in *Naden, Givenchy, Chilliwick, Stadacona, Drummondville, York, Buxton, Chaleur, Lasalle, Cornwallis, Peregrine, Puncher, Micmac, Ontario, Rockcliffe, Royal Roads, Antigonish, Bytown, Crescent, Assiniboine, Algonquin*; retired May 31, 1964

CPO JOSEPH ARTHUR FLOOD, CD and 1st clasp; C1LT4; joined RCNVR May 16, 1938, transferred RCN Nov 28, 1941; served in Montreal naval division, *Stadacona, Naden, Norsal, Sans Peur, Wolf, Givenchy, Agassiz, Avalon II, Quesnel, Cornwallis, Warrior, Antigonish, Churchill, Ontario, Matsqui, Donnacona, Hochelaga, Crescent, Assiniboine, Margaree*; retired May 16, 1964.

CPO JAMES ROBERT JAMIESON, CD; C2SG4; joined Oct. 29, 1945; served in *Hali-gonian, Cornwallis, Naden, Stadacona, Nootka, Warrior, Coverdale, Swansea, Albro*

Lake, Brockville, Quebec, Lauzon, Magnificent, Saguenay, St. Crox, Cap de la Madeleine; retired May 13, 1946.

PO DONALD ALBERT SMITH, CD; P1BN3; joined June 2, 1941; served in *Naden, Stadacona, Comox, NOIC Toronto, Hochelaga, Q-080, Niagara, Cornwallis, Fundy Peregrine, Huron, Middlesex, Haida, Star, Quebec, La Hullose, Portage, Micmic, Cabot*; retired May 5, 1964.

CPO GEORGE ARTHUR DAVID STEELE, C2AM3; joined Sept. 13, 1937; served in *Stadacona, Saguenay, Restigouche, Victory, Mayflower, Niobe, Hochelaga, Grandmere, Naden, Givenchy, (CN 559), Capilano, Shelburne, Provider, Sans Peur, Niobe, Scotian, Whitehead, RNAS Eastleigh, RNAS Eglinton, (19th CAG), Magnificent (19 CAG), Shearwater (19 CAG), Magnificent (30th CAG), Magnificent (31st CAG), Bytown*; awarded Long Service and Good Conduct Medal (due Sept 3, 1952), retired May 9, 1964.

Restigouche, Haida, Carleton; transferred to RCN as lieutenant, October 3, 1945; served in *Carleton, Stadacona, Niobe, Warrior, Cornwallis, Ontario, Bytown, Ste. Therese, Niagara*; last appointment; Naval Headquarters on staff of Assistant Director Naval Training Men, commenced leave May 6, 1964; retires on November 22, 1964.

CDR. ANGUS HETHERINGTON RANKIN, CBE, CD; joined RCNVR as an acting sub-lieutenant May 23, 1936; served in *Naden, St. Laurent, Stadacona, Venture, Captor II, Cornwallis, Kings, Sackville, Hochelaga, Kapuskasing*; transferred to RCN as lieutenant February 8, 1945; served in *Kapuskasing, Stadacona, Niobe, HMS Goldcrest, Warrior, Iroquois, Portage, Bytown, Sioux, Cape Scott, Stadacona*; last appointment, HMCS *Cape Scott* in command; commenced leave May 18, 1964; retires December 10, 1964.

LT. JAMES NICHOL WALKEY, CD; joined RCNVR as stoker 2nd class January 17, 1928; discharged November 19, 1936; re-entered RCNVR as acting stoker petty officer April 25, 1938; served in *Stadacona, Skeena, Saguenay, HMS Dominion, St. Clair, St. Laurent, Niobe, Prince Henry, Scotian, Fort Frances, Portage, Iroquois, La Hullose, Haida, Cape Breton, Resolute, Chaleur*; transferred to RCN as acting engine room artificer 4th Class Sept. 21, 1940; promoted to acting warrant engineer April 1, 1945; last appointment HMCS *Stadacona*, on staff of Commodore Superintendent Atlantic Coast; commenced leave May 1, 1964; retires on November 26, 1964.

LT. WILLIAM ROBERT WHITMAN, CD; joined RCNVR as acting telegraphist Sept. 20, 1939; promoted to probationary sub-lieutenant August 23, 1943; served in *Stadacona, Venture, Restigouche, St. Hyacinthe, Transcona, Brunswick, Cornwallis, Kings, Queen Charlotte, Protector, Peregrine*; demobilized Feb. 11, 1946; entered RCNR as acting lieutenant August 9, 1961; transferred to RCN as lieutenant (SB) November 17, 1952; served in *Scotian, Stadacona, Bytown, Star, Patriot, York*; last appointment, HMCS *Star* on staff of Area Recruiting Officer, Toronto-Hamilton Area as Recruiting Officer, Hamilton; commenced leave May 15, 1964; retires on Sept. 15, 1964.

LT. WILLIAM CLARENCE WILKINSON, CD; joined RCNVR as ordinary seaman April 28, 1931; transferred to RCN as telegraphist Aug. 3, 1943; promoted to A/commissioned officer (SB) on Nov. 21, 1952; served in *Stadacona, NRS Ottawa, Collingwood, Orillia, Sambro, St. Hyacinthe, Niobe, Sioux, Coverdale, Cornwallis, Naval Headquarters, NRS Aklavik, Niagara, Gloucester*; last appointment, Naval Headquarters on staff of Director of Supplementary Radio Activities; commenced leave May 1, 1964; retires on November 26, 1964.

LT.-CDR. JOHN ROBERT YOUNG, CD; attended Royal Roads, 1945 to 1948; entered RCN as midshipman July 15, 1948; served in *Royal Roads, Niobe, Bytown, Tecumseh, Naden, Beacon Hill, Cayuga, Fort Erie, Outremont, Stadacona, Gatineau*; last appointment, HMCS *Stadacona*, on staff of Officer-in-Charge, Tactical Trainer; commenced leave May 4, 1964; retires on Sept. 7, 1964.

OFFICERS RETIRE

LT.-CDR. JOHN JEFFERY COATES, CD; joined RCNVR June 8, 1938, as an ordinary seaman; promoted to probationary sub-lieutenant on April 27, 1942; served in *Stadacona, Royal Roads, Captor, Cornwallis, Haida, Matane, Acadia, Chambly, Avalon, St. Laurent, Midland, Louisburg, Halifax*; transferred to RCN as lieutenant on October 31, 1945; served in *Stadacona, Nootka, Bytown, Niobe, James Bay*; last appointment, HMCS *Stadacona*, on staff of Flag Officer Atlantic Coast as Commander Operational Evaluation; commenced leave May 7, 1964; retires on December 2, 1964.

LT.-CDR. ROBERT ROSS MACDONALD, CD; joined RCN as an ordinary seaman February 19, 1931; promoted to acting gunner on July 1, 1944; served in *Stadacona, HMS Vernon, HMS Neptune, HMS Victory, Saguenay, St. Laurent I, Victory II, Pembroke, Ottawa I, Skeena I, Avalon, Cornwallis, Niobe, HMS Brighton, Saskatchewan I, Niobe, Crescent, Nootka, Micmac, Cape Breton, Bytown, Saguenay, Haida, Patriot*; last appointment, HMCS *Stadacona* on staff of Commodore Superintendent Atlantic for Ship Repair; commenced leave May 28, 1964, retires on February 19, 1965.

LT.-CDR. WILLIAM JAMES MAGEE, CD, joined RCNVR as acting paymaster sub-lieutenant; Sept. 27, 1940, served in *Stadacan, Brunswick, Niobe*, demobilized and entered RCN(R) as lieutenant (S) June 12, 1946; transferred to RCN as lieutenant (S) February 1, 1949; served in *Scotian, Stadacona, Naden, Cornwallis, Portage, Bytown, Huron, Algonquin, Shearwater, Prevost, Patriot, York*; last appointment, HMCS *Patriot* for *Prevost*; commenced leave May 6, 1964; retires on October 3, 1964.

LT.-CDR. ROBERT EARL MIDDLETON, CD; joined RCN as an ordinary seaman January 5, 1935; served in *Stadacona, Saguenay, HMS Osprey, HMS Victory, HMS Pembroke,*

Restigouche, Assiniboine, Ottawa, Sambro, Niobe, HMS Nimrod, Cornwallis, Iroquois, Cornwallis; promoted to acting commissioned gunner (TAS) on Nov. 4, 1949; served in *Nootka, HMS Vernon, Stadacona, Portage, Micmac, Cornwallis, Brunswick*; last appointment HMCS *Patriot* on staff of Commanding Officer Naval Divisions as Staff Officer Promotions and Advancement; commenced leave May 15, 1964; retires on January 9, 1965.

LT.-CDR. JAMES DONALD MOORE, CD; joined RCNVR as ordinary seaman April 18, 1942; promoted to warrant officer (SB), December 15, 1944; served in *Carleton, Bytown, Cornwallis*; transferred to RCN as warrant officer (SB) December 12, 1945; served in *Bytown, Stadacona, Cornwallis, Gloucester*; last appointment, Naval Headquarters, on staff of Director Supplementary Radio Activities; commenced leave May 25, 1964; retires December 4, 1964.

LT.-CDR. WILLIAM FRANCIS POTTER, CD; joined RCNVR as probationary sub-lieutenant April 23, 1941; served in *Stadacona, Venture, Cornwallis, Naden, Niobe,*

Bearded Tar Identified

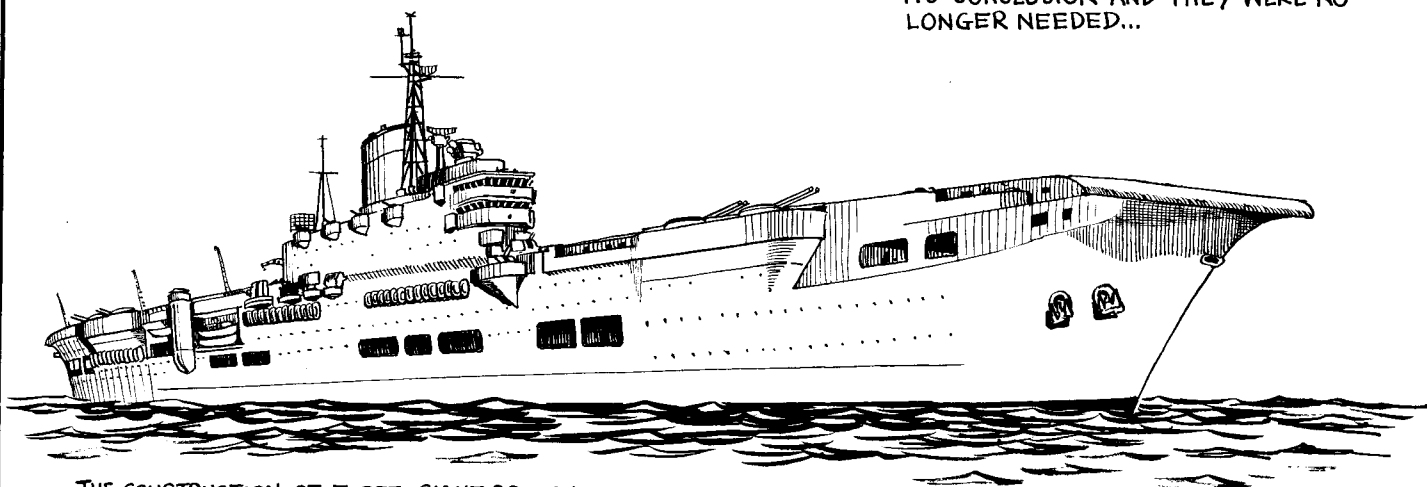
The bearded sailor on the cigarette package, whose likeness has been displayed there since 1896, was AB T. H. Wood, RN, according to the *Evening Telegram*, of St. John's Nfld.

An item in that newspaper says that the picture was based on a photograph of AB Wood, who died in 1951. He is quoted as saying he asked two guineas for the use of the photograph "and a bit of baccy for myself and the boys on board."

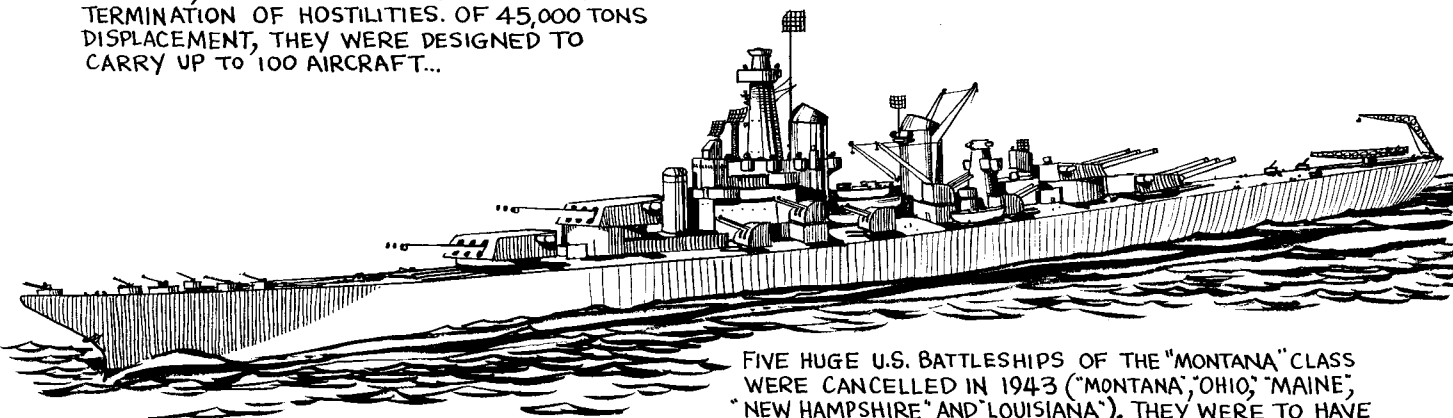
Naval Lore Corner

Number 127 "CANCELLED GIANTS"

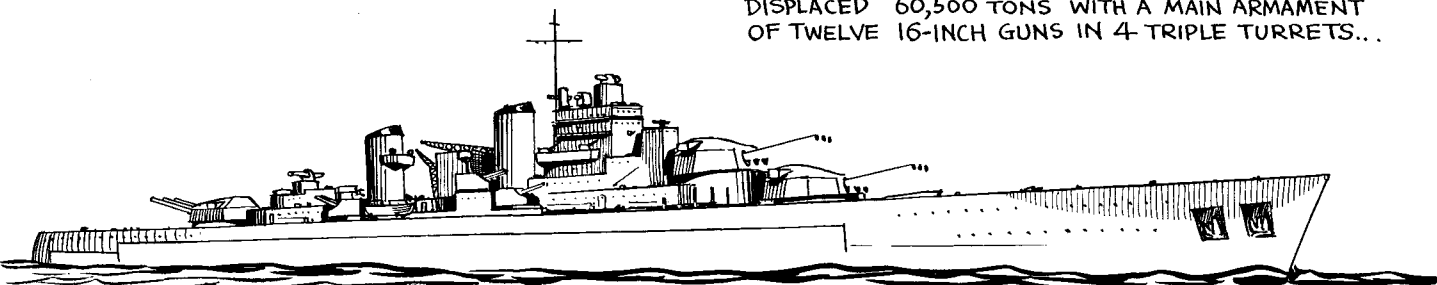
MANY GREAT SHIPS BUILDING IN THE YARDS OF THE NATIONS THAT FOUND THEMSELVES AT WAR IN 1939 WERE CANCELLED ON THE WAYS BECAUSE OF SHORTAGE OF MATERIALS AND ENEMY ACTION, ETC. OTHERS WERE CANCELLED AS THE WAR REACHED ITS CONCLUSION AND THEY WERE NO LONGER NEEDED...



THE CONSTRUCTION OF THREE GIANT BRITISH AIRCRAFT CARRIERS OF THE "GIBRALTAR" CLASS... H.M. SHIPS "GIBRALTAR", "MALTA" AND "NEW ZEALAND", WAS CANCELLED IN 1945 UPON THE TERMINATION OF HOSTILITIES. OF 45,000 TONS DISPLACEMENT, THEY WERE DESIGNED TO CARRY UP TO 100 AIRCRAFT...



FIVE HUGE U.S. BATTLESHIPS OF THE "MONTANA" CLASS WERE CANCELLED IN 1943 ("MONTANA", "OHIO", "MAINE", "NEW HAMPSHIRE" AND "LOUISIANA"). THEY WERE TO HAVE DISPLACED 60,500 TONS WITH A MAIN ARMAMENT OF TWELVE 16-INCH GUNS IN 4 TRIPLE TURRETS...



THREE BATTLECRUISERS WERE PROJECTED FOR THE NETHERLANDS NAVY IN 1939. DESIGNED TO DEFEND THE DUTCH EAST INDIES THEY WOULD HAVE DISPLACED 28,318 TONS. ARMAMENT WAS TO HAVE BEEN NINE 11-INCH GUNS (OF GERMAN MANUFACTURE) WITH A SPEED OF 34 KNOTS. THE OUTBREAK OF WORLD WAR II ENDED THE PROJECT

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THE DAILY COLONIST,
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