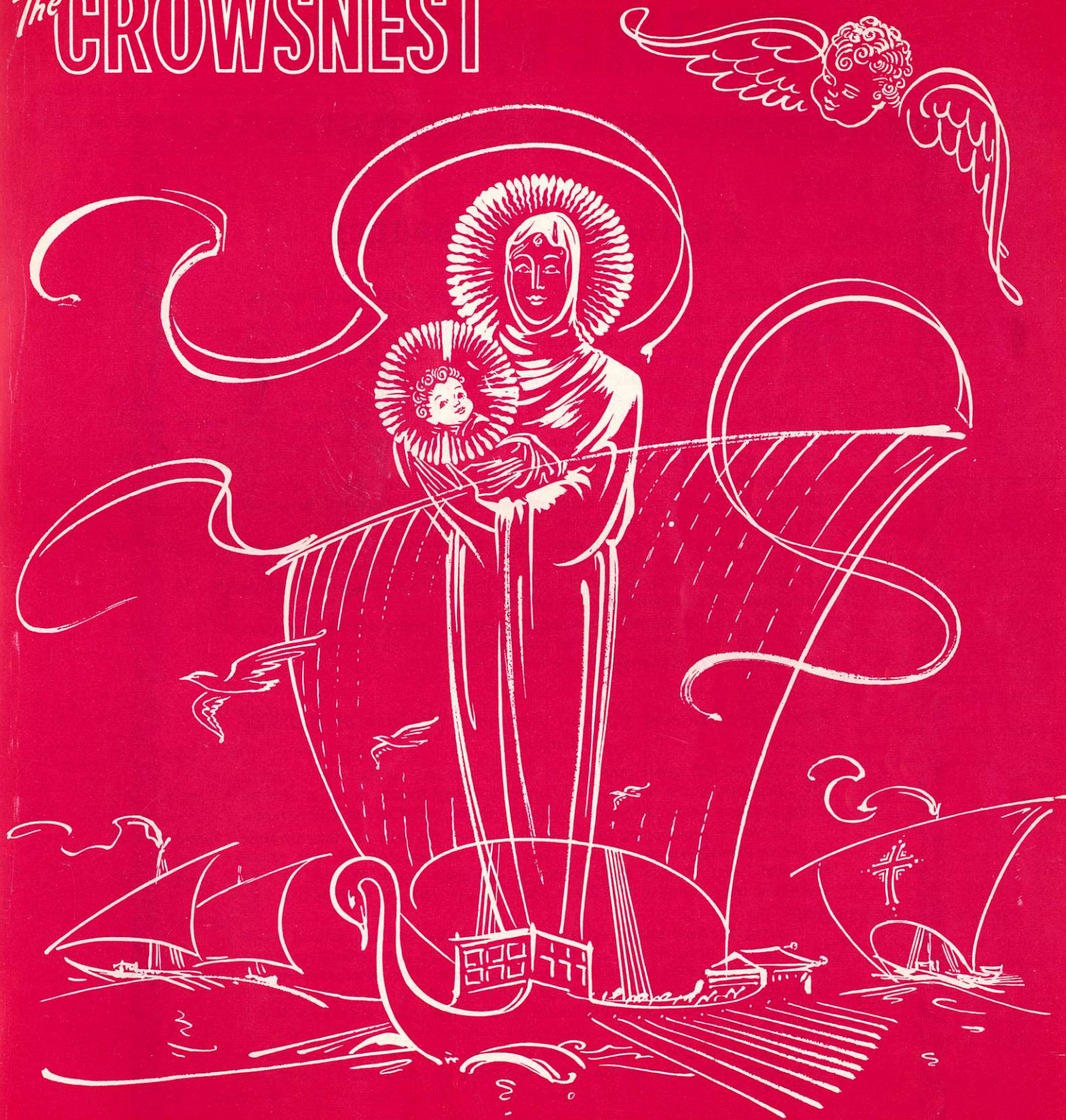


The CROWSNEST



I SAW THREE SHIPS COME SAILING BY
ON CHRISTMAS DAY IN THE MORNING...

CHRISTMAS, 1964

Christmas Messages

From Hon. Paul T. Hellyer, Minister of National Defence:

DURING THE YEAR which is now drawing to a close, a great many changes have taken place both within the Armed Forces of Canada and throughout the world. No doubt each of you feels that the most noteworthy events are the ones which affect you personally.

"The old order changeth" and I trust that the new, which is embodied in the integration of the Canadian Forces Headquarters and other establishments, will help us to provide the most streamlined and responsive force possible to preserve the peace.

The preservation of peace in the world today can best be achieved by each and every one of us being prepared to make the sacrifices necessary to ensure that all nations live in harmony one with another.

Christmas is the time of year when thoughts turn to home, family and loved ones particularly when one is far from home as some of you are, and unable to participate in the festive celebrations which are so much a part of our tradition and way of life.

As Minister of National Defence, it gives me great pleasure to extend to each and every one of you and your families, my most sincere wishes for a Very Merry Christmas and a Happy New Year.

From Hon. Lucien Cardin, Associate Minister of National Defence:

IT GIVES ME great pleasure to extend my best wishes for a Merry Christmas to the members of Canada's armed forces, to the personnel of the Defence Research Board and to the civilian staff of our Department.

All of you are sharing in the common effort towards the maintenance of peace throughout the world. I know that on occasion this can entail hardships, and at this glad season of the year some of you will be separated from families and loved ones because you are stationed in foreign lands.

During the holy season of Christmas the divine proclamation of peace on earth and good will to all men is reflected in your efforts to bring peace and understanding to many troubled areas. The observance of the birth of the Saviour gives each and every one of us an opportunity to reassess our purposes and aims in the light of the requirements for living in the world of today.

To each of you, wherever you may be, may the Christmas season be a festive one and may the New Year bring us all nearer to peace and prosperity.

The CROWSNEST

Vol. 16 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER 1964

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The Cover—In the ancient carol, "I saw three ships come sailing by," the words relate that "Joseph did whistle and Mary did sing, And all the bells on earth did ring"—truly a quaint but vivid expression of the joyousness of the Christmas season.

The Crowsnest Extends to Its Readers All Best Wishes for Christmas and the New Year

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

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RCN NEWS REVIEW

The new Flag Officer Pacific Coast, Rear-Admiral M. G. Stirling, takes the salute as the band of HMCS Naden marches past, followed by a 48-man honour guard. At the far right is Rear-Admiral W. M. Landymore, who has become Flag Officer Atlantic Coast. (E-78534)

Cadet Training Programs Combined

The combined ROTP, UNTD, COTC and URTF cadets of the Navy, Army and RCAF attended divisional drill and instruction on board HMCS *Scotian*, Halifax naval division, on the evening of Oct. 28.

This was the first evening of a combined officer cadet training program which will be carried out at *Scotian* during the 1964-65 winter training season.

The commanding officers of *Scotian* and the UNTD of Halifax Universities and Colleges, Cdr. Bruce Oland and Lt.-Cdr. R. C. MacLean respectively, addressed the cadets and their officers, welcoming them on board the naval reserve division in Halifax.

HMCS Annapolis To Enter Service

The 20th ship of a postwar construction program of destroyer escorts for the RCN HMCS *Annapolis* will be commissioned Dec. 19 at Halifax Shipyards Limited. The ship bears the name of a river in Nova Scotia and perpetuates the name of a Second World War destroyer of the Canadian Navy.

The program of destroyer escorts of Canadian design and construction began with the laying down of HMCS *St.*

Laurent, name ship of the seven in her class, in 1950 at Canadian Vickers Ltd., Montreal. Seven more advanced Restigouche destroyer escorts came off the

RCN Coats for Chilled 'Aussies'

When that cold Arctic weather funnels down Lake Huron this winter, 11 Australian seamen will be thanking the Royal Canadian Navy.

The "Aussies" are standing by while a Secretary class guided-missile destroyer is built for their navy at Bay City, Michigan. They have no uniform greatcoats as this is not an issue garment in the RAN. The Australian naval attaché in Washington asked the RCN to lend them RCN coats for the winter months.

No sooner was the request relayed from the Canadian Joint Staff in Washington than arrangements were made to have the greatcoats made available from the Naval Supply Depot, Montreal.

Even the less extreme climate of the East Coast during the Second World War took its toll of the fighting men from "Down Under" some of whom deployed through Halifax to theatres of war. Aussies and New Zealanders in Halifax during the winter months were permitted to parade with coat collars turned up, for instance.

As the cold fronts march through Michigan these days, the Aussies will be ready for the greatcoats. Perhaps long underwear, too?

ways of Canadian shipyards, followed by four of the further improved Mackenzie class.

The new *Annapolis* is the name ship of yet another class incorporating in the construction stage a hangar and flight deck for the all-weather operation of the Sea King anti-submarine turbine-powered helicopter. The ship also has variable depth sonar. A sister ship, HMCS *Nipigon*, was commissioned in May at Sorel, Que.

Ships of the original St. Laurent class are being converted to the same configuration so that they can match the capabilities of the most modern submarines.

The original HMCS *Annapolis* was one of the 50 destroyers the United States exchanged with Britain for the lease of strategic bases off the North American coast in the Second World War. She and six others were commissioned and manned by the RCN. The first *Annapolis* served on escort duties in the western Atlantic, 1940-44, and in 1944-45 was a training ship at HMCS Cornwallis.

Cyclic System Drafts Begin

The redistribution of men within the Atlantic Command, preparatory to the introduction of the Cyclic System, began on Nov. 9 with the drafting of men

to their new ships. It was hoped to complete the drafts by Nov. 16.

Some of the drafting had taken place earlier, in the case of the *Bonaventure*, *Provider*, *Cape Scott* and *Columbia*, because of the particular employment of these ships.

Although an effort is being made to keep drafting changes to a minimum, it was estimated that approximately 30 to 50 per cent of men serving in ships would receive drafts.

In the Pacific Command, Cyclic System drafting was scheduled for early December.

Joint Exercise Held at Argentina

Exercise Yeoman, largest Navy-Army-RCAF exercise since the Second World War, was held Oct. 25 to Nov. 8 in the region of the U.S. Navy base at Argentina, Nfld.

In addition to nine ocean escorts from Halifax and the fleet replenishment ship *Provider*, which was also used for transport of men and matériel there were some 450 personnel from Camp Gagetown. The RCAF, RCMP and Newfoundland Rangers also took part, as did U.S. Marine Corps personnel of Argentina naval base.

The manner in which forces participating in the exercise carried out their duties was the subject of a congratulatory message by the Maritime Commander Atlantic, Rear-Admiral J. V. Brock.

"I wish to congratulate all personnel who participated in Exercise Yeoman on the manner in which they carried out their assigned tasks," the message said.

"As you know, this exercise was the third in a series of joint exercises planned by Cancomarant in conjunction with Eascom and Canairlant. It was designed to practice Canadian

forces in more advanced and complex combined operations than were encountered in Exercises Boat Cloak and Mohawk and to provide an opportunity for Canadian forces to work in close co-operation with the U.S. ground defence elements at the Naval Station Argentina.

"I was very pleased with the enthusiasm and spirit prevailing during my own visit to units in the exercise area. The problems presented by somewhat adverse weather conditions and difficult terrain brought forth individual responses by all officers and men which were gratifying to see.

"On behalf of the Canadian participants I would like to extend a special thanks to the U.S. forces for their whole-hearted support and for the many services they performed in answer to unforeseen requirements."

The message made special mention of the participation of the Canadian Rangers and RCMP from the Newfoundland area in the exercise.

Reorganization of Reserve Training

The following is the text of a statement made by Defence Minister Paul Hellyer to the Special Committee on Defence in Ottawa Nov. 3:

"YOU WILL RECALL that in February of this year the Ministerial Committee on the Role and Organization of the Royal Canadian Naval Reserve, chaired by Commodore R. I. Hendy, (RCNR, Ret'd), tabled its report. As a result of recommendations contained in the Committee's report, an increase in the complement of the RCNR was authorized and two RCNR divisions scheduled for closure were retained. The question of the remaining divisions scheduled for closure following the December 1963 announcement of RCNR reductions, was to be studied further.

"As a result of these studies it has been decided that the RCNR complement is sufficient for the Naval Reserve's allotted tasks. It will not be necessary, therefore, to retain the RCNR divisions scheduled for closure, or to increase the RCNR complement to its previous level. Accordingly, the RCNR complement has been established at 2,925 officers, men and wrens. The RCNR Divisions HMCS *Prevost* (London), *Queen* (Regina), *Non-such* (Edmonton), *Queen Charlotte* (Charlottetown) and the Kitchener tender HMCS *Star* are being closed as originally planned.

"It is expected that the reductions will yield savings in the order of \$1.8 million annually. A total of 1,675 RCNR personnel have been affected by these reductions and approximately 80 regular force personnel have been made available for other duties."

Mr. Hellyer's announcement of the decisions on the RCNR was combined with a statement on the RCAF Auxiliary. Two RCAF Auxiliary squadrons at Montreal, two at Toronto and one each at Winnipeg

and Edmonton were to be retained. Two at Vancouver and one each at Hamilton, Saskatoon and Calgary would be closed. The annual saving was calculated at approximately \$6.4 million; 2,490 auxiliary personnel would be affected; 576 positions for regular force personnel would become available for re-assignment.

Preceding the RCNR-RCAF Auxiliary statement was a lengthy statement on the re-organization of the Canadian Army (Militia).

The decisions with respect to the Militia were reached following extensive study at Defence Headquarters of the report of the Commission on the Re-organization of the Canadian Army (Militia), better known as the Suttie Report.

Among the many highlights of the statement on the new look militia were:

- The Militia to be soldiers first, with more emphasis on military corps training, but with continuing responsibility for a national survival role.
- A closer working relationship with the Regular Army.
- More and better training equipment.
- Lower age limits for qualification and promotion.
- Higher medical standards.
- Physical fitness to be stressed.
- Logistic and service units to be streamlined; many service units to be merged into Service Battalions.
- Accommodation costs reduced.
- A net reduction of 58 major and 15 minor Militia units.
- Strength to be approximately 30,000 based on an establishment of 41,742 (as compared with a previous ceiling of approximately 90,000).
- Estimated annual savings of \$8,700,000.

Shipping Control Exercise Held

Hundreds of officers and men of five navies maintained day and night watches over the Nov. 1 week-end to exercise the control of merchant shipping in the Pacific and Indian Oceans.

They were taking part in the naval control of shipping Exercise Radiator Cap, involving the navies of Australia, Britain, Canada, New Zealand and the United States.

The exercise was co-ordinated from Australian Naval Headquarters in Canberra and was designed to evaluate an integrated, five-nation control of shipping organization in time of war, an organization that would control allied shipping in more than 90 million square miles of the Pacific and Indian Oceans.

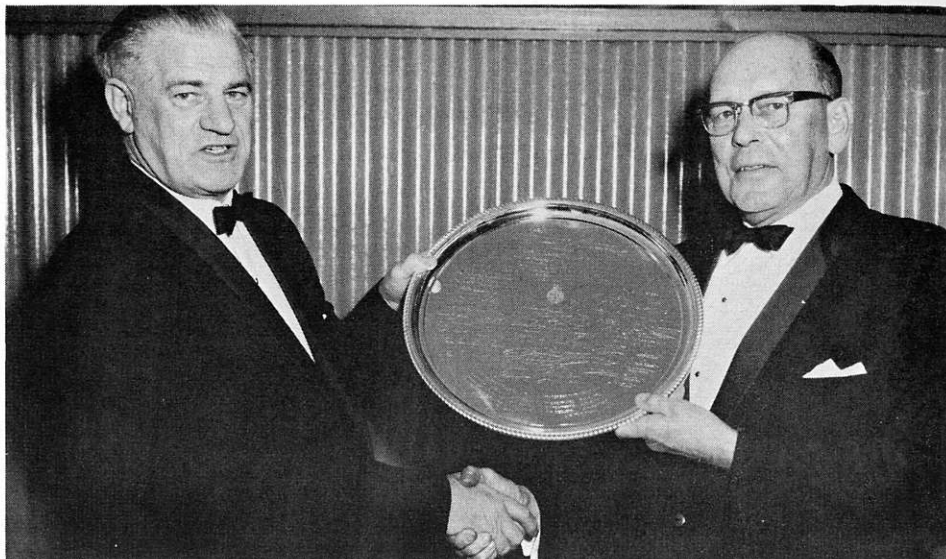
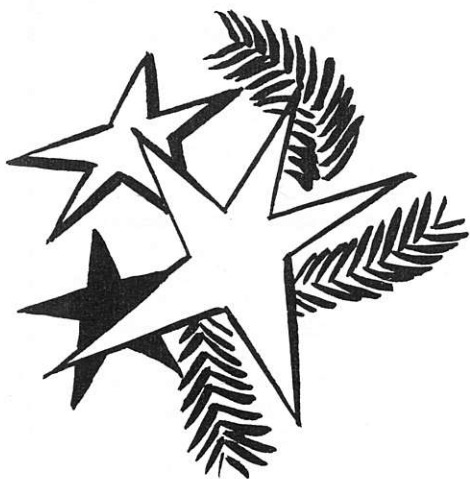
During the exercise, naval control of shipping officers at principal ports throughout the area planned the control and direction of some 930 ships. Altogether in the exercise, a total of 3,000 ships were involved. However, Radiator Cap was intended to test the highly complex control organizations, and there was no requirement in the exercise for the diversion of actual ships.

Four Vessels on Seattle Cruise

The training yacht *Oriole* left her base at Esquimalt on Nov. 6 for a training cruise to Seattle, Washington.

In company with the *Orioles* were three naval auxiliary vessels, YMT-10, YFP-312 and YFP-320. The four vessels returned to Esquimalt on Nov. 8.

On board were 42 young Short Service Officer Plan cadets from HMCS *Venture*. For most of them, it was their first taste of life at sea. They make up about half of the cadets currently under training at *Venture*.



Dr. H. D. Roberts (left) of St. John's, Newfoundland, newly elected national president of the Navy League of Canada, presents an unusual sterling silver tray to Cdr. F. C. and Mrs. Aggett, Toronto, on Cdr. Aggett's retirement as national president, an office he had held for three years. Engraved on the tray are facsimiles of signatures of the Prime Minister of Canada, the Minister of National Defence, Lieutenant-Governors and Premiers of all provinces, members of the Naval Board and the League's national officials. The occasion was the 69th Annual Meeting of the Navy League of Canada in Edmonton.

While at sea, the cadets underwent training in pilotage and navigation, officer-of-the-watch manoeuvres, signal flag hoisting and radio voice procedures.

The 42 cadets are members of *Venture's* Grant and Brodeur divisions. They were accompanied by their divisional officers, Lt.-Cdr. J. I. Gallant and Lt. David Lee.

HMCS *Oriole* is commanded by Lt.-Cdr. W. D. Walker.

YMT-10 is under PO Gordon Troughton; YFP-312 is commanded by Chief Petty Officer E. H. Aubrey; YFP-320 is in charge of Ldg. Sea. William Big Canoe, a member of the Ojibwa, or Chippawa, tribe of Ontario. A bosun, he has spent 12 years in the Royal Canadian Navy and has been on the staff of the auxiliary training fleet for two years.

Newfoundlander Heads Navy League

A Newfoundland physician, Dr. H. D. Roberts of St. John's was elected national president of the Navy League of Canada on Oct. 16 at the annual meeting in Edmonton.

Dr. Roberts, 56, has been the league's first vice-president for three years. He has been active in the league since the union of Newfoundland with Canada. Succeeding him as first vice president is an Edmontonian, Thomas E. Waddington, a former league second vice-president and member of the board of management, Edmonton.

The retiring president Cdr. F. C. Aggett, of Toronto, was honoured at

the conclusion of his three-year term by presentation of a silver tray.

The tray has more than 100 engraved signatures, including those of Prime Minister Pearson and Hon. Paul Hellyer, Minister of National Defence.

The tray also bears the signatures of all Canadian provincial premiers and lieutenant-governors, members of the naval board and the league's national officials.

The presentation was made by the new president.

West Coast Ships On ASW Training

Six ocean escorts and a submarine of the Pacific Command sailed on Monday, Nov. 9, for a two-week anti-submarine warfare training cruise off the west coast of North America, a cruise that was to take them to San Francisco, and Vancouver, B.C.

The ocean escorts are units of the Fourth Canadian Escort Squadron, under the command of Captain E. P. Earnshaw. The ships were the *Sussexvale*, *New Glasgow*, *Jonquiere*, *Antigonish*, *Stettler* and *Beacon Hill*.

The squadron exercised at sea with the Pacific Command submarine HMCS *Grilse*.

The visit of the squadron and the submarine to San Francisco was scheduled for Nov. 13-15. The ships, with the exception of the *Grilse*, were to visit Vancouver Nov. 20-22, the submarine returning directly to Esquimalt from the exercises at sea.

ROYAL VISIT 1964

"With humble duty the Flag Officer Atlantic Coast, officers, men and civilians of the Atlantic Command offer to your most gracious Majesty loyal greetings and wishes for a safe and pleasant cruise in Canadian waters.

"Your Majesty's acceptance of the Commander First Canadian Escort Squadron with your Canadian ships Nipigon, Yukon, St. Laurent and Assiniboine as escort is an honour highly prized by those ships now in company."

THIS MESSAGE from Rear-Admiral Jeffry V. Brock, Flag Officer Atlantic Coast, was forwarded to Her Majesty the Queen as the Royal Yacht *Britannia* and her four Canadian naval escorts proceeded from Summerside to Charlottetown for the start of Royal Visit, 1964.

The four destroyer escorts, units of the First Canadian Escort Squadron under the command of Captain John P. T. Dawson, had sailed from Halifax four days earlier to rendezvous with the *Britannia* in the Gulf of St. Lawrence.

ROYAL VERSION OF WAKEY, WAKY

A new version of "Wakey, wakey" for use on a special occasion was reported in the Oct. 10 *Montreal Star* as follows:

Hands on board the destroyer *Nipigon*, one of the sleek Canadian destroyers in the Royal escort, hit the deck yesterday with a substitute for the traditional "Wakey, wakey, rise and shine" pipe of the bos'n's call.

After the shrilling squeal of the pipe through the ship the bos'n's mate recited:

Wakey, wakey, up and at,
We're following the Royal yacht
Down St. Lawrence mightly fine,
Five good ships all in a line.
The day is clear, the water calm,
So stir yourselves without a qualm.
The dress for all is number threes,
So rise and cover up your knees.
A really great and Royal scene—
We'll man the ship and cheer the Queen.

And that's exactly what each ship's company was to do later in the day as the destroyers passed in review.

The crews, lining the decks, gave three cheers for the sovereign.

The wakey-wakey jingle was written by young Sub-Lt. Peter King, of Montreal.

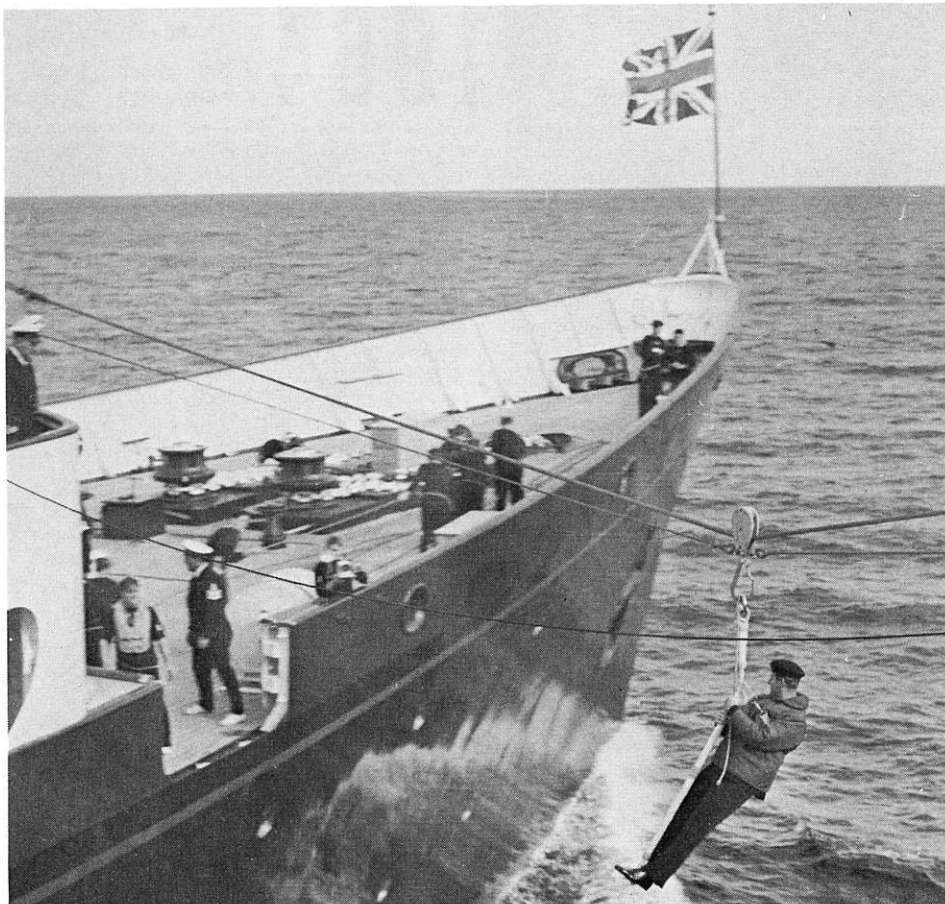


Her Majesty at Charlottetown. (HS-76407)

The Canadian ships met the *Britannia* on Sunday, Oct. 4, and Captain Dawson, in the *Nipigon*, transferred by jackstay to the Royal Yacht for conferences with Rear-Admiral Sir Joseph Henley, Flag Officer Royal Yachts. The ships remained in company until the following day, when the *Assiniboine* accompanied the *Britannia* to Summerside to await the arrival from England of the Queen and HRH the Duke of Edinburgh. The *Nipigon*, *Yukon*, and

St. Laurent waited over the horizon. Shortly after the Queen embarked in the *Britannia* on the evening of Oct. 5, Admiral Brock, who, with Mrs. Brock, had been presented to Her Majesty at RCAF Station Summerside, joined the *Assiniboine* for the passage to Charlottetown.

Early next morning, Oct. 6, under leaden skies, the *Britannia* weighed and sailed from Summerside, followed by the *Assiniboine*. The remainder of the



Following a hunting trip to a St. Lawrence River island, His Royal Highness the Prince Philip was flown by helicopter to HMCS Nipigon, where he visited for an hour before returning to HM Yacht Britannia by jackstay. Five representatives from each of the other escorting ships were on board the Nipigon for the occasion. (HS-76393)



"What's for dinner?" Prince Philip has a word with PO George Aucoin in the Nipigon's galley during the visit paid by His Royal Highness to the ship. (HS-76390)

Royal Escort joined shortly thereafter for the three-hour passage to Charlottetown.

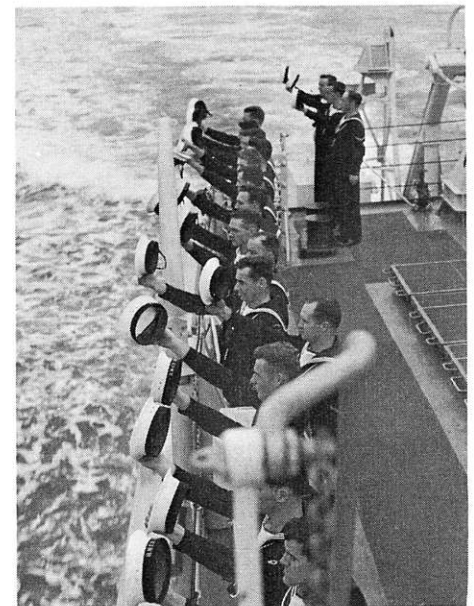
In reply to Admiral Brock's message of welcome, Her Majesty messaged: "I am most grateful to you for your cordial greetings. I send my best wishes to you, the officers, men and civilians of the Atlantic Command."

The Royal Squadron arrived in Charlottetown at 1130, the *Britannia* berthing at the DOT Terminal and the escorts at the Railway wharf.

During the next two days of the Royal Visit to Charlottetown the ship's companies of the four Royal Escorts were a prominent part of the city scene. Each ship provided 50 men for street lining on the several occasions when Her Majesty's entourage travelled throughout the city.

Four men, two from the First Escort Squadron and two members of Admiral Brock's personal staff, had the honour of assisting at social functions for Her Majesty in Charlottetown. They were PO George Skelton, Ingramport, Halifax Co.; AB John R. Gorman, Dartmouth; PO D. E. Hoppe, HMCS *St. Laurent*, and PO D. J. Richardson, HMCS *Yukon*.

The Royal Squadron sailed from Charlottetown for Quebec City at midnight Oct. 7. As the *Britannia*, followed by the *Assiniboine*, *St. Laurent*, *Nipigon* and *Yukon*, left the Queen City, a display of colourful fireworks lighted the sky over Charlottetown. Seven rep-



Canadian sailors cheer ship as they steam past HM Yacht *Britannia* with Her Majesty Queen Elizabeth on board. There were reports that Her Majesty not only waved acknowledgement of the cheers but also snapped pictures of her RCN sailors. (HS-76381)

representatives of the press were embarked in the Canadian ships to cover the passage to Quebec City.

The squadron set course for Quebec City around the southern tip of Prince Edward Island. Next morning at daylight, under cloudy skies and moderate seas, the northeast tip of P.E.I. was off the port beam.

At noon, with Her Majesty's approval, the *Assiniboine's* helicopter, piloted by Lt. Gerry Watson of HU-21, took members of the press aloft for still and motion pictures of the Royal Squadron.

By dusk, the outline of Gaspé's rugged cliffs was visible 20 miles to the westward. Two hours earlier, a fishing smack, the only vessel sighted during the day, approached the Royal Squadron on an intersecting course. The *Britannia* and her escorts yielded the right of way.

Friday was to be the highlight of the two-day passage. The escort ships were to steam past, cheer and man ship for the Queen.

Precisely at 1200 the *Nipigon* led the escorts past the *Britannia*—overtaking the Royal Yacht at a distance of 125 yards off her port side. Her Majesty and the Prince Philip stood together on the *Britannia's* verandah deck and Her Majesty waved as officers and men from each ship gave three cheers for their Queen as the destroyer escorts came abeam of the Royal Yacht.

The manoeuvre was performed in the St. Lawrence, about eight miles off Mont Joli. The *Nipigon*, with Captain Dawson embarked, was followed by the *Yukon*, *Assiniboine* and *St. Laurent*.

Despite an icy wind off the river, Her Majesty remained to watch the destroyers return to their stations.

Throughout the remainder of the day, ships of many nations proceeding



HRH the Prince Philip chats with sailors on board the *Nipigon*. (HS-76389)

up river passed the Royal Squadron and dipped their flags to the *Britannia*. At 1700 the *Britannia* and her escorts embarked pilots off Les Scoumain. It was here that the Queen received her first Quebec welcome. More than 100 persons from the small community were observed on vantage points on the wharf and along the rocks to watch and wave.

The next morning the Royal Squadron sailed past Quebec City and berthed alongside at Wolfe's Cove. Admiral Brock, who had left the *Assiniboine* at Charlottetown, returned early on Saturday morning, embarking from an RCMP vessel before the Quebec arrival.

As Her Majesty left the *Britannia* for her Quebec City visit, the Canadian escorts, berthed ahead and astern of

the Royal Yacht, manned ship for the occasion. Later, the Canadian sailors lined portions of the routes followed by the Queen during her Quebec City visit.

Following the Royal Squadron's arrival in Quebec City, the Flag Officer Royal Yacht messaged the Canadian ships as follows:

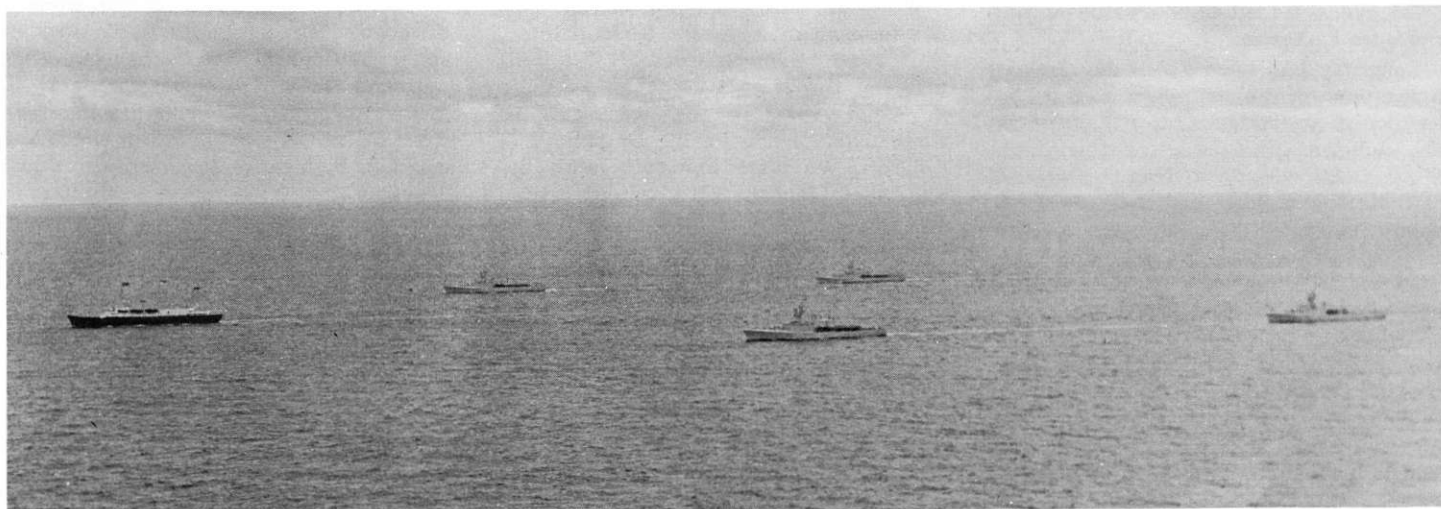
"I am commanded to convey the following:

"It has given me very great pleasure to be escorted once again by ships of the Royal Canadian Navy. I am glad to be able to see you all as you steamed past and I congratulate you on the appearance of your ships and your ships' companies.

'Splice the mainbrace.'

Elizabeth R."

It had been a week long to remember.



Escorting RCN warships in formation astern of HM Yacht *Britannia* in the Gulf of St. Lawrence. (HS-76368)

WUPS AND THE PADRE

NOW I KNOW what "WUPS" really are. This came about as a result of my leaving Edmonton, where I was Chaplain (RC) with HMCS *Nonsuch*, travelling almost 1,000 miles west and finding myself in Saskatchewan. This time it was HMCS *Saskatchewan*, to which ship I was attached for naval training and special duty. It developed into one of the busiest two weeks I had experienced for a long time, as the ship had just finished refit and was in the midst of work-ups.

The ship is one of the new DDEs, part of the Second Canadian Escort Squadron, Pacific Command, and commanded by Cdr. M. W. Mayo. A fine spirit exists between all on board, something that is especially needed during the heavy and hectic days of work-ups when the ship is thoroughly put through its paces. As a special check-up, a team from the NBCD school was with us for a couple of days.

It was a beautiful day when we slipped from Jetty B, Esquimalt, but we were not out long when things started to happen. The idea behind the exercises is to find out what the ship can take and the same applies to the ship's company.

Weaknesses are supposed to show up and be rectified before the vessel is returned to regular service. On two occasions we had to put back to dockyard when faults were found in one of the guns and also one of the davits. This is an example of what work-ups are for, to find out these things before life and limb or the ship are jeopardized, in action or other emergency. Therefore, these events added to the value of the work-up exercises.

Each day had been a full day and at times one of the exercises had to be postponed or rescheduled, as there was not sufficient time to carry them out. We had action stations, deep shelter and raft stations; and we had mock warfare, simulated gas attacks, damage control stations, emergency stations, attack by underwater swimmers, air attack and anti-aircraft exercises, etc.; man overboard rescue procedure and, in conjunction with HMCS *Qu'Appelle*, jack-stay transfer, towing and other manoeuvres.

This sort of thing was repeated day after day in order to reduce the time in which the exercise could be completed. For instance, the first day it took nine minutes from the time the alarm was

by

Rev. J. E. McGrane, RCNR

given until the men were reported closed up at action stations and cleared away for action. After several more drills this time was reduced to less than three minutes. The submarine, HMCS *Grilse*, was with us for one day and we had underwater detection and plotting exercises.

One day the tables were turned and we became the enemy, taking the role of an "enemy" merchantman in Canadian waters and we were boarded by a party from the *Qu'Appelle*. We were ordered to offer only passive resistance. As part of this "resistance" those who spoke French were placed in the key positions and only French was to be used. If the boarding party did not speak French, then that would hinder matters and confuse them and so delay action.

This exercise took about one hour. The captain left the bridge and appointed me captain and then disappeared. I was rigged up in quite a uniform with a few coloured feathers for a cap badge on my "brass hat" and four rings of gold lace on a weather jacket. I think the ruse was successful, and I certainly was not recognized as the "padre". It was a change from the usual routine and, after it was over, the sub-lieutenant from the *Qu'Appelle* and myself became reconciled.

While all this was going on the ship had to be cleaned and the decks painted. This gave us more work. Not a dull moment. But it paid off when we were in Vancouver for the week-end of August 23 for the Pacific National Exhibition. We were alongside with the *Qu'Appelle* and the US Coastguard ship, *Gresham*. Several functions were held on board, and Saturday and Sunday afternoon were open to the public for visiting the ships. Then off again Mon-

day morning for the last week of the three-week work-up exercises.

The third week followed the pattern of the previous two weeks, with other exercises added, such as being attacked by divers, etc. All in all, as we leave, it is apparent that the exercises have been successful and the ship is ready for action. Also on board for two weeks were Cdr. Albert Holland, commanding officer, HMCS *Discovery*, Vancouver naval division, and several other reserve officers and men.

From a personal standpoint, the work-ups gave a picture of the war-time functions of the chaplain.

In the first place, the chaplains are in the services to attend to the spiritual, and often, the temporal needs of those in the service. There are many problems that exist when men are living away from their homes. This is particularly so in the Navy. Compassionate cases are often investigated by the chaplains. In wartime chaplains assist the wounded and the dying, get in touch with relatives, etc. There are many things they do that are of such a private nature that they are not known or mentioned publicly.

Actually, if clergy are needed at home, when people are living an ordinary normal life, then they are needed even more so in the services when the men are often living under abnormal stresses.

During the work-ups war-time conditions are simulated. The wounded are carried down to the sick bay where the chaplain is on duty, or else he may be in charge of the emergency sick bay in the wardroom. This is the work I have been doing, besides going through action stations and the other exercises with the rest of the ship's company.

Therefore, I feel the way the men feel, that while it was a busy time and could not have been continued much longer without the strain beginning to tell on some of us, it had been a job well done and HMCS *Saskatchewan* is now ready for war or any other emergency.



OFFICERS AND MEN

Ottawa Back In Service

Cdr. Jacques P. Côté took command of the destroyer escort HMCS *Ottawa* on her commissioning Oct. 28 at Esquimalt.

Since June 1963 the ship has been undergoing conversion at Victoria Machinery Depot so that she can operate an all-weather anti-submarine helicopter. She has also been fitted with variable sonar and underwent a thorough refit. The *Ottawa* is the third of seven St. Laurent class destroyer escorts to complete conversion.

Cdr. Côté was born in Quebec City and entered the former RCN College, HMCS *Royal Roads*, in 1942. He was appointed to Royal Navy ships for training as a midshipman and served in the battleship HMS *King George V* in Pacific operations in the last year of the Second World War.

He qualified as a naval pilot in 1947 and served in naval air squadrons at *Shearwater* and on board the aircraft carrier *Magnificent*. In 1952 he was appointed naval aide-de-camp to the Rt. Hon. Vincent Massey, then Governor-General of Canada.

In 1958 he began two years as executive officer of the destroyer escort *Restigouche*, after which he attended the RCAF Staff College, Toronto. A



Even if land is only 45 miles away, the Pacific Ocean is a big, lonely place to anyone who has been without food for three days and has drunk the last of his water supply. Fisherman George McNamara, captain and crew of the disabled 26-foot *Goonebird*, out of Seattle, was more than pleased when HMCS *Saskatchewan* spotted his boat off the west coast of Vancouver Island on Oct. 20 and despatched a seaboat to investigate. The fisherman was fed and provisioned and his vessel was towed to Bamfield, B.C., by HMCS *Mackenzie*.

period in Naval Headquarters preceded his appointment in February 1962 as Vice-Commandant and Officer Commanding Cadet Wing, at le Collège militaire royal de St-Jean, Que.

Scholarships For Three Cadets

Three junior officer cadets at the Canadian Services College, *Royal Roads*, have received \$400 Ontario Department of Education scholarships as a result of their standing in Grade 13 examinations.

They are RCN Officer Cadet Thomas Badenock, who studied at Woodroffe High School, Ottawa, Air Force Cadet Robin C. McNeill, who attended Ridgemont High School, Ottawa, and Army Cadet John E. Miller, who attended Kingston Collegiate and Vocational Institute, Kingston.

Cadet Badenock is the son of Major and Mrs. D. O. Badenock, of Ottawa. Major Badenock is serving at Canadian Forces Headquarters.

Cadet McNeill is the son of Group Captain and Mrs. C. W. McNeill, Washington, D.C. Group Captain McNeill, serving with the Royal Canadian Air Force, is assistant air attaché, Canadian Joint Staff, Washington.

Cadet Miller is the son of Captain and Mrs. J. E. Miller, Kingston. Captain Miller, serving with the Canadian Army, is camp commandant, headquarters, Eastern Ontario Area.

Housing Survey In Halifax Area

A thorough survey of the housing needs of married officers and men of the RCN's Atlantic Command residing in the Halifax-Dartmouth area was ordered in October by Rear-Admiral Jeffrey V. Brock, Flag Officer Atlantic Coast.

The survey includes a questionnaire to be completed by each married officer and man to determine types of accommodation now used, cost breakdown and other pertinent information.

From the information received, naval authorities, in conjunction with representatives from the Central Mortgage and Housing Corporation, will submit recommendations to Ottawa for consideration by federal authorities.

Rear-Admiral Brock ordered the survey following recent discussions with James Houston, regional supervisor of CMHC.

Earlier, the need for adequate housing was discussed with members of the

Weddings

Sub-Lieutenant Peter F. Dorrington, *Kootenay*, to Joan Alayna Hennekan, of Monkton, Ont.

Able Seaman R. G. Jeffrey, *Saskatchewan*, to Lorna Simpson, of Victoria.

Able Seaman D. E. Jowsey, *Saskatchewan*, to Margaret Ann Murray, of Parksville, B.C.

Able Seaman T. D. Letki, *Saskatchewan*, to Karen Tripps, of Sarnia, Ont.

Sub-Lieutenant Ronald O'Donoghue, *Chippawa*, to Donna May DeMary, of Ottawa.

Able Seaman Frederick Maxwell Parlbay, *Qu'Appelle*, to Diane Marie Conrad, of Halifax.

Births

To Sub-Lieutenant R. C. Waller, *Saskatchewan*, and Mrs. Waller, a daughter.

To Able Seaman R. W. Anderson, *Saskatchewan*, and Mrs. Anderson, a son.

To Ordinary Seaman W. R. Draper, *Saskatchewan*, and Mrs. Draper, a daughter.

To Able Seaman G. J. Leboutillier, *Saskatchewan*, and Mrs. Leboutillier, a daughter.

Commons Defence Committee during their visit to Halifax in July.

In September, Hon. J. R. Nicholson, Postmaster General and minister responsible for administering the National Housing Act, visited Halifax. Mr. Nicholson attended a meeting in the Maritime Headquarters building arranged by Rear-Admiral Brock, and was accompanied by John E. Lloyd and Gerald Regan, Members of Parliament for Halifax.

Also attending that meeting were Mr. Houston, D. R. Monk, assistant to Mr. Nicholson, and F. F. Field, director of the CMHC Information Division.

An estimated 7,000 married officers and men now reside in the area, with a "navy community" of about 33,000 including their wives and children.

The needs of these wives and children will be an important consideration in any recommendations to be made to Ottawa, Rear-Admiral Brock said.

Captain Ryan Shearwater CO

Captain D. H. Patrick Ryan was appointed commanding officer of HMCS *Shearwater*, RCN air station, and at the same time promoted to his present rank on Nov. 9.

He had been commanding officer of HMCS *Kootenay*, destroyer escort of the Fifth Canadian Escort Squadron at Halifax.

Captain Ryan succeeds Commodore G. C. Edwards who has taken up the appointment of Commodore Personnel Atlantic Coast, at Halifax.

Captain Ryan was born in Montreal on Aug. 29, 1923, and served in the Canadian Army before entering the former RCNVR in 1941 as a probationary midshipman.

He served in the corvette *Matapedia* and in 1944 began the flying training in Canada which preceded his service in Royal Navy and later RCN fighter squadrons. He commanded Fighter Squadron 871, based at *Shearwater*, in 1950-52.

He later was executive officer of the destroyer escort *St. Laurent* and held various staff appointments at Naval Headquarters in Ottawa and at the Canadian Joint Staff, Washington. He took command of the *Kootenay* in 1962.

Deputy SACLAN Visits Ottawa

Vice-Admiral I. W. T. Beloe, Deputy Supreme Allied Commander Atlantic, visited Ottawa November 11-13 to confer with the Minister and Associate Minister of National Defence and officials at Canadian Forces Headquarters.



Two members of the staff of the Flag Officer Atlantic Coast assisted at social functions attended by Her Majesty in Charlottetown. They are PO George Skelton and AB John R. Gorman. Two others, PO D. E. Hoppe, of HMCS *St. Laurent*, and PO D. J. Richardson, of the *Yukon*, also assisted at functions in honour of Her Majesty. (HS-76323)

Admiral Beloe arrived at RCAF Station Uplands Wednesday, Nov. 11, where he was met by Vice-Admiral K. L. Dyer, Chief of Personnel.

Before becoming Deputy Supreme Allied Commander Atlantic a year ago, Admiral Beloe served as Flag Officer Medway and Admiral Superintendent of Her Majesty's Dockyard, Chatham, England. He joined the Royal Navy in 1923 and was promoted to his present rank of vice-admiral in May 1963.

25-Year Pins Presented

Three civil servants on the staff of the Director General of Naval Supply were presented with 25-year pins and certificates of appreciation at a single ceremony in October.

The presentations, made by Captain D. A. Collins, DGNS, were to Mrs. M. J. Hazelton, J. C. Joly, and C. G. Donnelly.

HELP, SYMPATHY APPRECIATED

A letter has been received from Mrs. Audrey M. Godbout, of Arvida, Que., conveying the gratitude of the brothers and sisters of the late PO Russell Scott George, of HMCS *New Waterford*, to his many friends in the RCN for their assistance and expressions of sympathy at the time of his death.

PO George died of natural causes on Oct. 14 in the Canadian Forces Hospital, Halifax, and was buried at sea from HMCS *Inch Arran*. His sister, Mrs. Godbout, had been designated his next of kin.

Mrs. Hazelton, a principal clerk, entered the Civil Service in the Department of Finance in September 1930. She transferred to the Department of Agriculture in November 1939 and to National Defence (Navy) the following March. She has been with DGNS since 1957.

Mr. Joly, also a principal clerk, entered the Civil Service as a post office department employee in 1939. He has been associated with naval supply since 1941.

Mr. Donnelly, a technician, grade 3, was briefly with the office of the Secretary of State before transferring to the Department of National Defence (Navy) in November 1939.

He was commissioned in the RCN in 1943 and was demobilized with the rank of lieutenant in 1947, returning to the employment with the Director of Naval Stores. He has been with the Director General Naval Supply since 1953.

New Captains For Two Ships

Lt.-Cdr. Keith M. Young has taken command of the ocean escort *Ste. Therese*, of the Fourth Canadian Escort Squadron, based at Esquimalt.

He formerly commanded the *Beacon Hill*, of the same squadron, where he has been succeeded by Lt.-Cdr. William Andrew Hughes.

Before becoming captain of the *Beacon Hill*, Lt.-Cdr. Hughes was Staff Officer (Torpedo Anti-Submarine) to the Naval Member Canadian Joint Staff, London, England.

Credit Unions Supported

The Royal Canadian Navy described credit unions as providing "a worthwhile service to personnel" in a recent directive which outlines their benefits and the place they should have in naval establishments.

Naval General Order 2.00/44 points out that credit unions operating in Department of National Defence establishments are private enterprises, and the RCN cannot participate officially in their formation or operation, but commanding officers are encouraged "to assist in their promotion". The approval of Canadian Forces Headquarters must be obtained, however, before any new credit union is organized.

The provision of suitable office space if available for credit unions, is authorized "on a recoverable basis", with credit unions to provide their own furniture and equipment. The order also encourages service personnel and civil-

ian employees of the DND to participate in credit union operations outside working hours.

The credit union directive notes that personnel may make assignments of pay to a credit union. Such pay assignments were authorized for all members of the armed forces in 1955.

A similar endorsement of credit unions was issued by the Royal Canadian Air Force in February 1963.

Canadian armed forces personnel and civilian employees of the DND now directly own and operate some 25 credit unions, with assets totalling \$10 million, and they are associated with other federal government employees or small community groups in the operation of almost another 100. An added benefit is that they can keep their credit union membership and pay assignments no matter where they are posted.

Red Cross Gives Thanks for Aid

At the annual meeting of the Nova Scotia division of the Canadian Red Cross Society, a resolution expressing the appreciation and thanks of the society to the Royal Canadian Navy for its assistance in blood donor clinics and other activities of the Red Cross was passed unanimously.

In conveying the resolution to Rear-Admiral J. V. Brock, then Flag Officer Atlantic Coast, C. L. Illsley, commissioner of the Nova Scotia division of the Red Cross, said:

"In the past year we have had the utmost co-operation from the officers



Congratulations on its 22nd anniversary as a service college are expressed by His honour, Judge J. B. Clearihue, Chancellor of the University of Victoria, during a mess dinner held on Trafalgar Day, Oct. 21, at the Canadian Services College, Royal Roads. Royal Roads, which now trains officer cadets of all three services, was opened officially as a naval college on Oct. 21, 1942, by Hon. Angus L. McDonald, Canada's war-time Minister of National Defence for Naval Services. (RR-3502)

WREN OFFICERS JOIN EASTER ISLAND CRUISE

TWO WREN OFFICERS have a share in the Easter Island medical expedition which sailed from Halifax on Monday, Nov. 16. It marks the first time in the history of the RCN that service women have taken a cruise of any duration in one of the Navy's ships.

Lt. Mary Olive King, of Hampton, N.B., and Halifax, who has a scientific background, and Lt. Rita Catherine Dwyer, of Toronto and Ottawa, a Spanish linguist, have been appointed to HMCS *Cape Scott*, mobile repair ship that is taking a team of 33 scientists to Easter Island. The purpose of the expedition is to conduct a large-scale study of the 1,005 inhabitants of the remote island, a Chilean possession in the southeastern Pacific, visited only once a year by a Chilean naval supply ship.

Lt. King, who was a wren officer in the Second World War, was a statistician at Atomic Energy of Canada, Chalk

River, before entering the wrens again in 1961. In her spare times she runs the planetarium of the Nova Scotia Museum in Halifax and lectures on astronomy. She serves normally at HMCS *Stadacona*, Halifax.

Lt. Dwyer, also a wartime wren, worked in the Department of External Affairs for 10 years before rejoining the wrens in 1959. A Spanish linguist, she had one External Affairs tour in the Argentine. She has been serving in Canadian Forces Headquarters, Ottawa.

The *Cape Scott* will bring the expedition back to Halifax on March 17.

A third naval officer is also to be attached to the team. He is Surgeon Captain R. H. Roberts, Chief of Medicine, Canadian Forces Hospital, Halifax, who will be in charge of medical examinations. His wife, Professor Maureen Roberts of Dalhousie University in Halifax, will supervise genetic studies.

and men under your command, in connection with our blood donor clinic, the water safety program of the society and through financial support . . .

"On our part, we tried to keep the many programs of the society up to a high standard, serving all citizens and our armed forces.

"On this occasion we would make special mention of your personal interest and kind co-operation in our endeavours, and recognize that your personal awareness of our problems ensured the high level of response continually received from personnel of your command, and we extend every good wish to you on your departure."

New Captain For Crescent

Cdr. H. Charles Larose was appointed in command of the Halifax-based destroyer escort *Crescent* on Oct. 23.

Since 1961 he has served at HMCS *Cornwallis* at first as officer-in-charge of new entry training and later in the dual appointments of executive officer and training commander of the establishment.

Cdr. Larose was born on March 17, 1918, in Waterloo, and, after graduating in law from the University of Montreal, entered the former RCNVR in June 1942. He transferred to the regular force in 1947.

He has commanded the coastal escort *New Liskeard* and the frigate *Fort Erie*.

Promotion for Petty Officer

PO Ronald F. Pollard has been promoted to the rank of commissioned officer in the Royal Canadian Navy.

Cdr. Off. Pollard has been serving in the Halifax-based destroyer escort *Algonquin* as an engineering technician. Born in Berwick on June 18, 1931, he was living in Verdun, Que., when he joined the Navy in October 1951, as an ordinary seaman.

He has served ashore on both coasts and in the cruiser *Ontario*, destroyer *Sioux*, ocean escort *Stettler* and repair ship *Cape Breton*. Following courses ashore, Cd. Off. Pollard will join the aircraft carrier *Bonaventure* in December.

Seven Aircrew Complete Course

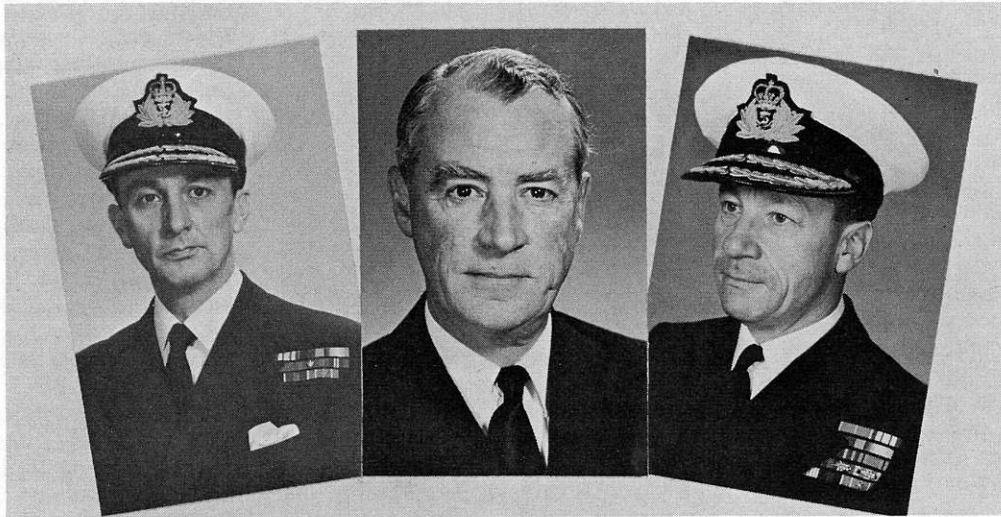
Seven naval aircrewman have graduated from a 23-week course for their trade in the Fleet Air School at HMCS *Shearwater*.

After a short period of leave they will join VS-880, anti-submarine squadron, for one year of on-the-job training and operational flying.

The graduates are Able Seaman C. D. Waddell, R. S. Wach, E. J. Procher, K. B. Ramsdale, H. D. Oke, W. J. Rudy, and B. H. Weatherley.

The course officer was Lt. C. R. Thoms and course petty officer PO C. G. Moore.

COAST COMMANDS CHANGE



REAR-ADMIRAL
M. G. STIRLING
New FOPC

REAR-ADMIRAL
JEFFRY V. BROCK
Retired

REAR-ADMIRAL
W. M. LANDYMORE
New FOAC

REAR-ADMIRAL J. V. Brock, DSO, DSC, CD, Flag Officer Atlantic Coast and Maritime Commander Atlantic, retired from the Royal Canadian Navy in mid-November after more than 30 years of distinguished service.

He was succeeded at Halifax by Rear-Admiral W. M. Landymore, OBE, CD, previously Flag Officer Pacific Coast and Maritime Commander Pacific, with Headquarters at Esquimalt. Rear-Admiral M. G. Stirling, CD, who had been serving as Chief of Naval Personnel was appointed to succeed Admiral Landymore.

REAR-ADMIRAL JEFFRY VANSTONE BROCK, DSO, DSC, CD, RCN

Rear-Admiral Jeffry Vanstone Brock was born in Vancouver on Aug. 29, 1913. He later lived in Winnipeg, where he attended St. John's College School and the University of Manitoba.

He entered the former Royal Canadian Naval Volunteer Reserve there in 1934 and became executive officer of the Winnipeg division before returning to B.C. to become commanding officer of the RCNVR Divisional Headquarters at Vancouver.

At the outbreak of the Second World War, Admiral Brock became signals officer at Esquimalt. Early in 1940 he went overseas and began a four-year period of service on loan to the Royal Navy.

During this time he commanded several anti-submarine vessels, including

a trawler, two corvettes and a destroyer escort. Before returning to Canada in 1944, he held the appointment of Senior Officer of a Royal Navy escort group, the first time a Canadian in the RCNVR had served in such a capacity.

On his return to Canada, he became the first RCNVR officer to command a Canadian escort group.

Among the highlights of Admiral Brock's career at sea during the war was an encounter with a pack of more than 20 U-boats in October 1943. The escort group destroyed six of the submarines and drove off the remainder in a prolonged battle. On another occasion a ship he commanded was credited with sinking a submarine.

Admiral Brock was awarded the Distinguished Service Cross in June, 1945, "for outstanding service in anti U-boat operations during the war in Europe". Earlier he was mentioned in despatches for good service in attacks on enemy submarines.

In March 1946 he transferred to the regular force and was appointed to HMCS *Ontario* (cruiser) as executive officer when she commissioned in mid-1947.

Later he attended a course at the RCAF Staff College, Toronto, following which he was appointed Director of Naval Plans and Operations at Headquarters. He was subsequently promoted to the rank of captain.

Admiral Brock was appointed in command of HMCS *Cayuga* (destroyer)

with the additional appointment of Commander Canadian Destroyers Pacific in July 1950 and joined the United Nations fleet in the Far East.

During his service in Korean waters, Admiral Brock on several occasions had ships of other UN navies placed under his command for specific operations. In the Inchon invasion of September 1950 he commanded a United Nations force protecting a flank of the invasion area. In December he led a UN destroyer group into the port of Chinnampo to cover the evacuation of 7,000 personnel and to destroy harbour installations in the face of approaching enemy forces.

For his service in the Korean theatre he was awarded the Distinguished Service Order and was mentioned in despatches.

In August 1951 he was appointed naval member of the directing staff of the National Defence College, Kingston, and in September 1953 he became Naval Member, Canadian Joint Staff, London, Naval Member of the Military Agency for Standardization, and Commanding Officer, HMCS *Niobe*, London. He was promoted to commodore in January 1957. In June of that year, he returned to sea as Senior Canadian Officer Afloat Atlantic.

Admiral Brock took up the appointment of Assistant Chief of the Naval Staff (Air and Warfare) in July 1958. He was promoted to rear-admiral and appointed Vice-Chief of the Naval Staff and Member of the Naval Board in

June 1961. He became Flag Officer Atlantic Coast, Maritime Commander Atlantic and Commander Atlantic Sub Area of NATO, with headquarters at Halifax, N.S., in July 1963.

REAR-ADMIRAL WILLIAM MOSS LANDYMORE, OBE, CD, RCN

Rear-Admiral William Moss Landymore, was born in Brantford, Ont., on July 31, 1916, and entered the Royal Canadian Navy as a cadet in August 1936. He took his early training in ships and establishments of the Royal Navy.

Following the outbreak of war, he served in the destroyer HMCS *Fraser* until June, 1940, when the ship was lost in a collision during the evacuation of France. His next ship was HMCS *Restigouche* in which he served only a short time before being appointed to a third destroyer, HMCS *Margaree*, in September 1940. He was in the latter ship only six weeks, when she, too, was sunk in a collision in the North Atlantic.

Rear-Admiral Landymore spent the next 18 months ashore, then went to the United Kingdom for a gunnery course. While overseas he served in the cruiser HMS *Belfast* and the destroyer HMS *Grenville* from May to November 1943. In June 1944 he was appointed to another cruiser, HMS *Uganda*, which was later transferred to the RCN and served in the war in the Pacific.

After more than two years in the *Uganda*, he became Staff Gunnery Officer with the Director of Weapons and Tactics at Naval Headquarters, Ottawa and, remained in this post until September 1948. He then attended staff tactical courses.

In January 1950 Rear-Admiral Landymore was appointed Director of Manning and Personnel Statistics at Naval Headquarters.

In October 1951 he took command of the destroyer escort HMCS *Iroquois*, making two tours of duty with the United Nations fleet in Korean waters. He also held the appointment of Commander, Canadian Destroyers, Far East. He was mentioned in despatches during the first tour and awarded the OBE following the second. In 1954 Rear-Admiral Landymore attended the Imperial Defence College at Camberley, England, and, in January 1955, he was appointed Director of Naval Plans and Operations at Headquarters.

He took command of the aircraft carrier *Bonaventure* in January 1958 and became Chief of Staff of the Flag Officer Atlantic Coast in October 1959.

He was appointed Senior Canadian Officer Afloat, Atlantic in September 1962.

Rear-Admiral Landymore took up his appointment as Flag Officer, Pacific Coast and as Maritime Commander Pacific on November 1, 1962, and was promoted to his present rank on that date.

REAR-ADMIRAL MICHAEL GROTE STIRLING, CD, RCN

Rear-Admiral Michael Grote Stirling was born in Kelowna, B.C., on June 29, 1915, and entered the Navy as a cadet in 1933. He trained in ships and establishments of the Royal Navy until 1938, when he joined the Canadian destroyer *Skeena* on the Pacific Coast.

Later that year he transferred to HMCS *St. Laurent* (destroyer). In April 1940 Admiral Stirling became executive officer of another destroyer, HMCS *Assiniboine*, and that November began a specialist communications course in England.

After signals duties with a British destroyer flotilla, he returned to Canada in May 1942 to be Deputy Director, Signals Division, Naval Headquarters, Ottawa. Sixteen months later he became staff signals officer to the Commander-in-Chief, Canadian Northwest Atlantic, at Halifax.

Admiral Stirling returned to the *St. Laurent* as commanding officer in November 1944, but a year later transferred his command to the newly-commissioned destroyer *Crusader*, where he served until early 1946.

For the next 16 months he held shore appointments on each coast and in Ottawa. After a brief period in com-

mand of the destroyer *Nootka*, Admiral Stirling went to Washington, D.C., in December 1947 to serve on the staff of the Naval Member, Canadian Joint Staff.

Back in Ottawa in April 1949 he became Director of Naval Communications.

Admiral Stirling was appointed executive officer of the training cruiser *Ontario* in September 1951, which was followed in January 1953 by his attachment to the headquarters in Norfolk, Va., of the Supreme Allied Commander, Atlantic. He was promoted to captain that same month.

Admiral Stirling assumed command of HMCS *Cornwallis*, the new entry training establishment near Digby, N.S., on January 24, 1955, with the additional appointment as Officer-in-Charge, New Entry Training, on the staff of the Flag Officer Atlantic Coast.

Admiral Stirling took command of HMCS *Crescent* (destroyer escort) in March 1957, with the additional appointment of Commander Second Canadian Escort Squadron and Senior Officer in command. He was appointed Naval Member of the Directing Staff of the National Defence College at Kingston in July 1958. In June 1959 he was promoted to the rank of commodore.

He took up the appointment of Senior Canadian Officer Afloat (Atlantic) on September 18, 1961. He was appointed Chief of Naval Personnel and a member of the Naval Board in September 1962. At that time he was promoted to rear-admiral.



The Canadian Services College, Royal Roads, was one of the calls made by the RCAF's Senior Protestant Chaplain in early October. Group Captain E. A. Light, left, talks with Captain W. P. Hayes, RCN, Commandant of Royal Roads, centre, and W/C L. Spruston, RCAF, Vice-Commandant. (RR-3441)

HELPING CHILDREN

SAILORS, in their travels about the world, know the straits in which so many of the children of other lands find themselves—starving, sick, poorly clothed and desperately in need of protection and assistance.

For this reason, it has almost become commonplace for ships' companies, looking for a worthwhile place to spend accumulated canteen profits, to turn to services which seek to help suffering and impoverished children.

There are a number of organizations whose efforts are devoted wholly or largely to the alleviation of distress among the world's children. Among these are the United Nations International Children's Emergency Fund, which supplements its funds through Hallowe'en donations and Christmas card sales, the Unitarian Service Committee, CARE and, more specifically where individual children are concerned, the Save the Children Fund and the Foster Parents' Plan.

Ships and shore establishments of the RCN have on many occasions "adopted" children under the two last named plans, sending money and gifts with a view to feeding, clothing and educating their young charges and providing them with something more than the bare necessities of life.

At the moment, three ships of the RCN are sponsoring children under the Save the Children Fund and a recent communication from the B.C. branch of the Funds tells of the origin and objectives of the organization. As a matter of naval interest, the B.C. branch has as its president Lt.-Cdr. Cornelius Burke, DSC and Two Bars, RCNR (Ret), who had a stirring naval career as a commander of HM gunboats in the Mediterranean and Adriatic during the Second World War.

The Save the Children Fund came into existence after the First World War to help needy children, without regard to country, colour or creed. It now ranks as one of the largest voluntary agencies in the world, with Commonwealth branches and with doctors, nurses and welfare workers stationed in some 21 countries in Europe, the Middle East, Africa and the Far East. Children are helped by food distribution, medical attention, education, etc., and instruction is given to the people of the countries

concerned so that they can eventually carry on the work started by the fund.

One of the most appealing ways of helping children through the fund is to sponsor or "adopt" a child from a needy area. The fund supplies such donors with history sheets and photos of "their" children and encourages an exchange of letters. This often results in the children receiving special parcels from the

sponsors in addition to the regular grant paid through the local Save the Children Fund office every three months. It costs \$50 a year to sponsor a child. This is payable in a lump sum or semi-annually or quarterly. The sponsorship plan applies to France, Austria, Yugoslavia, Malta, Italy, Greece, Lebanon, Morocco, Uganda, Pakistan, Hong Kong and Korea.



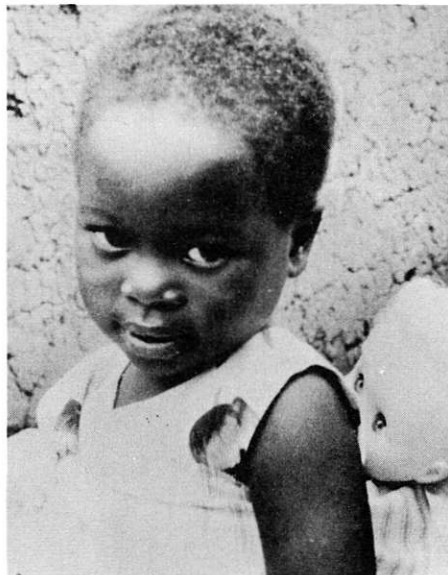
A "Wavy Navy" officer, who won the Distinguished Service Cross and two bars while commanding British gunboats in the Mediterranean and Adriatic during the Second World War, Lt.-Cdr. Cornelius Burke, RCNR (Ret), of Vancouver, is president of the British Columbia branch of The Save the Children Fund. Lt.-Cdr. Burke figured prominently in the book "MGB 658". He is shown here with Sybil Conery, executive secretary of the B.C. branch of the Fund, and (right) Mrs. Burke. The Save the Children Fund provides an avenue through which ships' companies can and do extend help to needy children of the world.

It is more than five years now since HMCS *Terra Nova*, then newly commissioned on the West Coast, sponsored a 10-year-old French boy, Bernard Bozec, whose father, a fisherman, had been lost at sea and whose widowed mother worked in a herring cannery in a small Brittany village. The money provided by the sponsorship was used to help with Bernard's food and clothing. In July 1960 two sailors from the *Terra Nova* visited him and this year, when the ship visited a French port, Bernard and his mother were invited on board. The two events were reported in the Christmas 1960 and March-April 1964 issues of *The Crow'snest*.

The next ship to participate in the fund's work was HMCS *Sussexvale*, Pacific Command ocean escort, whose ship's company undertook the sponsorship of an eight-year-old Italian girl, Angelica Ficca, who lives in the province of Chieta, not far from the still-ruined town of Ortona, well known to Canadian soldiers of the last war. The father of this family has no cash income, working in the fields of landowners for payment in kind, such as wheat, flour and firewood.



A small boy in Pusan, Korea, must beg to survive.



A little Uganda maid mothers the blonde doll sent by a western sponsor.

The family's home is a miserable, tiny two rooms in the poorest area. The quarterly sponsorship payments help with food and clothing and give the family some sense of security.

The men of the *Sussexvale* write to Angelica and recently sent a picture, signed by all the godfathers, of their ship passing under the Lion's Gate bridge at Vancouver. Letters of thanks were received from Angelica who said she had shown the picture to all the villagers. She hopes some day to have a visit from her *Sussexvale* friends.

Clothing Sent to Cyprus Children

Crippled children in strife-torn Cyprus will benefit from co-operation between the three armed services of the Victoria area.

In answer to an appeal from the Red Cross Crippled Children's Hospital in Nicosia, servicemen of the Pacific Command donated more than 1,000 pounds of children's clothing in a concentrated drive directed jointly by Lt.-Col. Douglas Nelson, of 25 Militia Group Headquarters, and RCN Protestant Chaplain Andrew Mowatt.

Clothing was loaded into an RCAF Dakota at Patricia Bay airport on the morning of Nov. 10 for the first of the flight to Cyprus, via Trenton, Ont.

Canadians had reason to be proud last spring when HMCS *Athabaskan* rescued 34 merchant seamen from the Liberian tanker *Amphialos*, which had broken in two in the stormy North Atlantic. Their pride could not match that of little Angelo Bongarra and his sister Stellina, residents of a poverty-stricken village in Sicily, when they heard the story.

In the summer of 1961 the men of the *Athabaskan* arranged to sponsor Angelo but when the history sheet arrived and the distress of the family became known they also undertook to "adopt" his small sister Stellina ("Little Star"). The mother had a nervous breakdown after another of the children died, the father died of cancer of the throat and the care of Angelo and Stellina fell to an 11-year-old sister.

The whole ship's company of the *Athabaskan* sees the letters written by the children and, in return, the sailors send answers, parcels and encouragement. It is small wonder that the most fervent wish expressed by the youngsters is to see their Canadian godfathers.

The address of the B.C. branch of the Save the Children Fund through which these ships arranged their sponsorship is Suite 9, 2775 West Broadway, Vancouver 9, B.C.

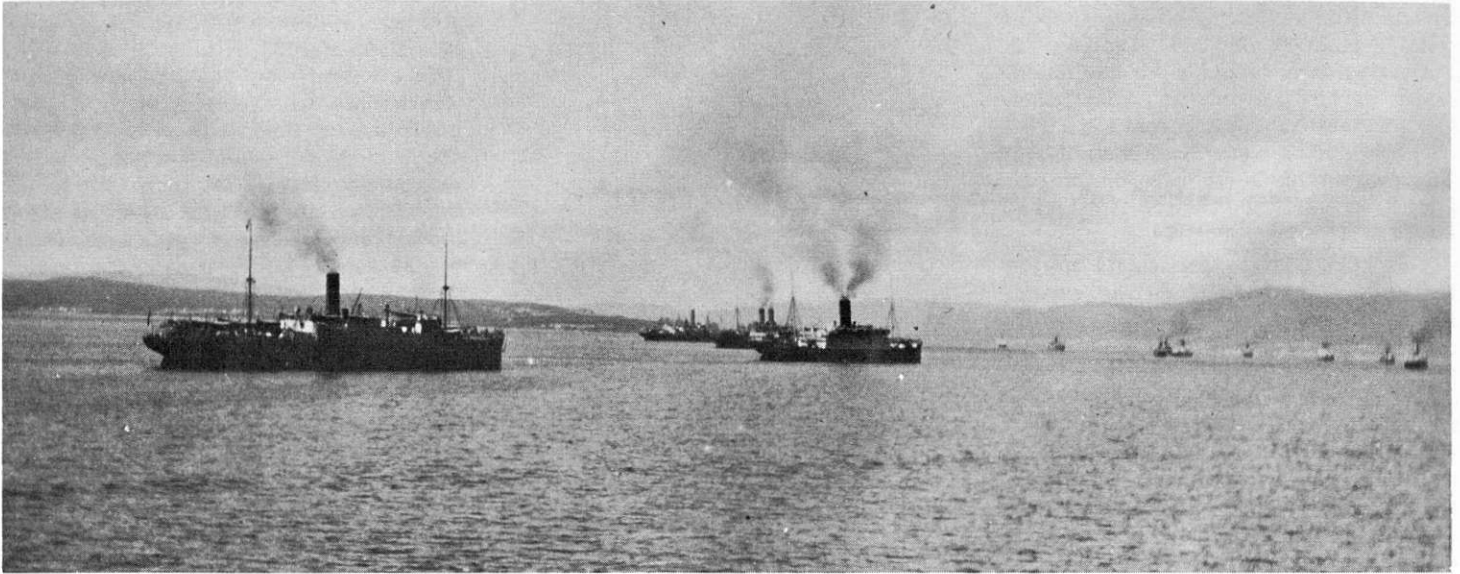


New shoes were a desperate need of this Italian child.



TROOP CONVOY

How Canada Went to War in 1914



The transports assembled in Gaspé Bay awaiting passage. (CN-6835)

FIFTY YEARS ago the Royal Canadian Navy, then only four years old, went to war for the first time. Its beginnings had not been auspicious and it could hardly be regarded as a force to be reckoned with.

But, small as it was, the infant RCN prepared for battle with determination and bravery. Fate decided that four young midshipmen of the RCN should be among the first to die for Canada in that world conflict.

A naval event—the sailing of the first troop convoy from Canada, escorted by ships of the Royal Navy—took place at the beginning of October 1914. A month later the Battle of Coronel was fought off the coast of Chile when the Royal Navy suffered its first defeat in more than 100 years. Four Canadian midshipmen were serving in the flagship of the British squadron, HMS *Good Hope*, which was lost with all hands.

The four, all of whom were members of the first class at the Royal Navy College of Canada when it opened in Halifax in 1910, were William Archibald Palmer, John Victor Whiteman Hatheway, Arthur Wiltshire Silver and Malcolm Cann.

The opening days of the First World War were recalled in an address to the Red Chevron Club of Ottawa on Oct. 10 by Rear-Admiral Hugh F. Pullen, who was Flag Officer Atlantic Coast at the time of his retirement in 1960.

The Red Chevron Club numbers among its members those Canadians who went overseas with the First Contingent of 32,000 men in the first convoy of the First World War in October 1914. Members of the First Contingent were given a red chevron as sleeve insignia; all subsequent chevrons for each year of service were blue.

Apart from the Canadians who went to South Africa, the sailing of the First Contingent was the first major step taken by Canada overseas, Admiral Pullen said. In fact it can be considered as the first step on the road that has led to the establishment of a true Canadian identity, to Canada as a nation, and to the formation of the Commonwealth.

The text of Admiral Pullen's address follows:

The problem of getting the First Contingent to England was a naval one, and of the kind that the navy has had to deal with for centuries. It consisted of transporting, in safety, a large number of soldiers with all their stores and equipment, across the North Atlantic. The troop ships required an escort of men of war to defend them against attack from surface ships and submarines.

The whole idea of convoy goes back at least to the 13th Century. We know that Henry III in 1226 ordered all shipping to be sailed in convoy, and this included merchant ships as well as

troop transports. This method or system of moving forces across the sea in war has been used ever since, and certainly when the enemy is capable of disputing the passage of the ships. When this well established principle is forgotten, the result is disastrous. Such was the case with merchant shipping from 1914 to 1917 before convoys were introduced. Between August 1914 and December 1917 over 10 million tons of Allied shipping was sunk, and for the entire war 4,837 merchant ships, representing 11,135,000 gross tons, were lost due to attack by submarine. This is a monthly average of 95 ships.

If merchant ships were to survive they simply had to sail in convoy. Despite many objections, this was done. The results were all in our favour. Sinkings dropped to a very small figure, and the war was won.

If sinkings had continued at the April 1917 rate of nearly four a day nothing could have prevented a German victory. Once again the lessons of history had been disregarded or forgotten, and in the process of relearning some old and established lessons, a fearful price in lives, ships and cargoes was paid.

ARRANGEMENTS for the transportation of the First Contingent were started on Aug 15 when the Minister of Militia (Sir Sam Hughes) held a meet-

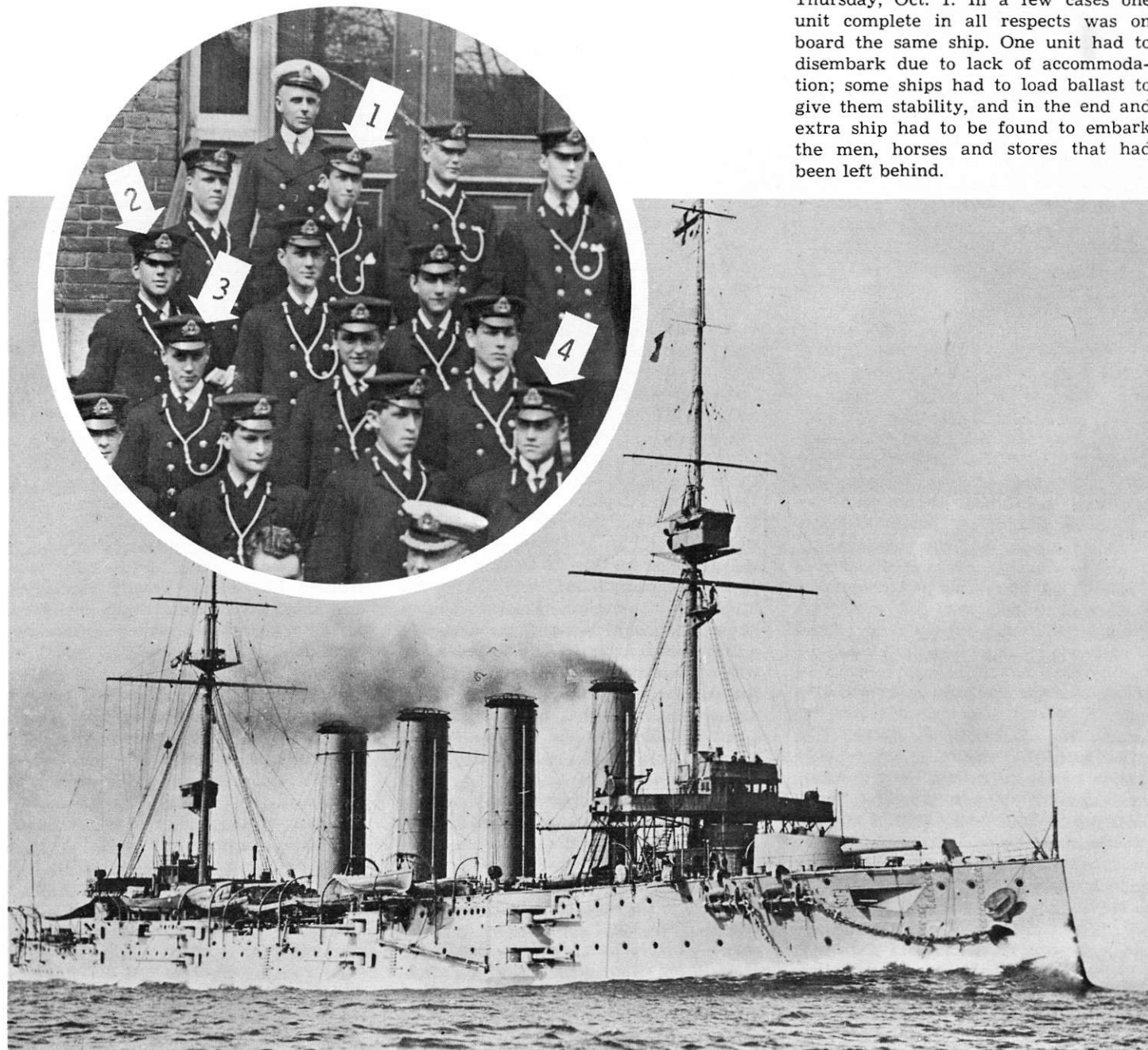
ing with the representatives of the larger shipping companies. Ships were needed to carry some 25,000 men across the North Atlantic, sailing about the middle of September. Contracts were signed for 20 ships by September 11. This number was increased to 30 when it was decided to send the entire force that had been assembled at Valcartier. The merchant ships were prepared for their troopship role at Montreal, and as soon as they were ready they proceeded down the river to Quebec to embark their troops.

From what I have been able to find out, the embarkation of men, horses, guns, stores and equipment at Quebec was carried out with difficulty. A plan had been drawn up, but it was discarded due to delays in the arrival of the troop ships, changes in the number to be embarked, to say nothing of the interference of the Minister of Militia. As one officer described it, "chaos reigned supreme". I do not think one should be overly critical when it is remembered that an unmilitary nation had raised a force of nearly 30,000 fighting men in

about six weeks, and was sending it overseas. Many lessons were learnt by many people concerned with the movement of fighting men across the sea, and on the whole, they were not forgotten in 1939.

Only three ships were loaded according to the plan drawn up by the Director of Supplies and Transport. Then the Minister interfered, and the plan collapsed.

Embarkation began on Sept. 23, when the mounted units marched to Quebec. The infantry went by rail. The last ship was loaded and sailed at 5 pm Thursday, Oct. 1. In a few cases one unit complete in all respects was on board the same ship. One unit had to disembark due to lack of accommodation; some ships had to load ballast to give them stability, and in the end an extra ship had to be found to embark the men, horses and stores that had been left behind.



By the time the vanguard of the Canadian Army went into action in France in January 1915, the young Royal Canadian Navy had suffered its first casualties—four midshipmen lost when HMS Good Hope went down with all hands at the Battle of Coronel on Nov. 1, 1914. The four are shown in the inset as follows: 1. William Archibald Palmer; 2. John Victor Whiteman Hatheway; 3. Malcolm Cann, and 4. Arthur Wiltshire Silver.

The total figures for the First Contingent are well worth remembering: 1,547 officers, 29,070 men, 7,679 horses, 70 guns, 110 motor vehicles, 705 horsed vehicles and 82 bicycles—a most impressive force for any small nation to raise in less than two months. They were all volunteers and worthy representatives of Canada. I trust that the spirit that inspired them still burns in their grandsons.

As each ship was loaded, she went out into the river and anchored. There the Master was given his sealed orders. The first directed him to proceed down the river. The second, which was to be opened after the pilot had been dropped at Father Point, instructed him to proceed to an anchorage in Gaspé Bay. This would be given to him by CGS *Canada* which was carrying out a patrol off the entrance to the bay. The third was a message from the Governor General (HRH the Duke of Connaught) which was to be read to the troops:

"On the eve of your departure from Canada I wish to congratulate you on having the privilege of taking part, with the other forces of the Crown, in fighting for the Honour of the King and Empire.

You have nobly responded to the call of duty, and Canada will know how to appreciate the patriotic spirit that animates you.

I have complete confidence that you will do your duty, and that Canada will have every reason to be proud of you.

You leave these shores with the knowledge that all Canadian hearts beat for you, and that our prayers and best wishes will ever attend you. May God bless you and bring you back victorious.

ARTHUR, F. M.
Governor General of Canada"

The Minister had asked the Department of Marine and Fisheries and the Department of the Naval Service "to make sure that every possible precaution be taken to detect and prevent the laying of mines in the river or on the route to England." As there was no minesweeping gear of any sort, this request was quite impractical. All that could be done was that a good lookout be kept.

ON THE 30 transports reaching their anchorages in Gaspé Bay safely, they were ordered to be darkened at night and W/T silence was to be observed. Some form of security was instituted, but in general, as it affected the sailing of the First Contingent, it was not good.

As the troop ships arrived in Gaspé Bay they were anchored in the positions they would hold in the convoy on sailing. They were in three columns, Z, Y and X as follows:

Z	Y	X
<i>Megantic</i>	<i>Caribbean</i>	<i>Scotian</i>
<i>Ruthenia</i>	<i>Athenia</i>	<i>Arcadian</i>
<i>Bermudian</i>	<i>Royal Edward</i>	<i>Zeeland</i>
<i>Alaunia</i>	<i>Franconia</i>	<i>Corinthian</i>
<i>Ivernia</i>	<i>Canada</i>	<i>Virginian</i>
<i>Scandinavian</i>	<i>Monmouth</i>	<i>Andania</i>
<i>Sicilian</i>	<i>Manitou</i>	<i>Saxonia</i>
<i>Montezuma</i>	<i>Tyrolia</i>	<i>Grampian</i>
<i>Lapland</i>	<i>Tunisian</i>	<i>Lakonia</i>
<i>Cassandra</i>	<i>Laurentic</i>	<i>Montreal</i>
		<i>Royal George</i>

On joining the convoy off Cape Race, the *Florizel* with the Newfoundland Contingent on board, took station astern of the *Cassandra*. The *Manhattan* which had the "Stragglers" proceeded independently.

The Minister had been greatly concerned about the safety of the convoy, but was reassured when the Admiralty informed him that the escort would consist of four cruisers, HMCS *Niobe*, and a battleship, HMS *Glory*. A second battleship would join during the passage across the Atlantic.

There were three possible threats to the convoy. Firstly, it had to be covered against attack from heavy units of the High Seas Fleet, e.g., a battle cruiser or a cruiser might break out and get among the troop ships. (A good example of what might have happened is to be found in the attack on Convoy HX-84 by the *Admiral Scheer* on Nov. 5, 1940, when Captain Fegen in HMS *Jervis Bay* was the sole escort for 37 merchant ships). Another threat was the presence in New York and Boston of 14 German liners that could be fitted out as raiders. Finally it was known that SMS *Karlsruhe* was somewhere in the Atlantic. The Grand Fleet was quite capable of looking after the threat posed by the High Seas Fleet, and any breakout that might take place. The naval forces in the Western Atlantic were able to take care of the other two possibilities.

Rear-Admiral Phipps-Hornby was in command of the North American Squadron with his flag in the battleship HMS *Glory*. The other ships in the Squadron were HM Ships *Suffolk*, *Essex*, *Lancaster*, and *Caronia* (AMC) and HMCS *Niobe*. Rear-Admiral Wemyss, in command of the 12th Cruiser Squadron, HM Ships *Charybdis* (flag), *Talbot*, *Eclipse* and *Diana*, was ordered to act as the escort for the troop convoy. Rear-Admiral Wemyss, with three of his ships, arrived at Halifax on Sept. 22, while the *Diana*, which had been delayed with defects reached Sydney

on the 23rd. Rear-Admiral Phipps-Hornby was ordered to shift his flag to the *Lancaster*, and put the *Glory* and *Niobe* under Rear-Admiral Wemyss' command. HMS *Majestic* from the 7th Battle Squadron was ordered to reinforce the escort. It was thought that if the convoy was attacked it would probably be during the second half of the voyage. Just in case this did happen, the C-in-C Home Fleet was ordered to send either HMS *Queen Mary* or *Princess Royal* (battle cruisers) to the rendezvous and to be there by Oct. 2. The *Princess Royal* was detailed, and stayed with the convoy until it reached the Fastnet, off southern Ireland.

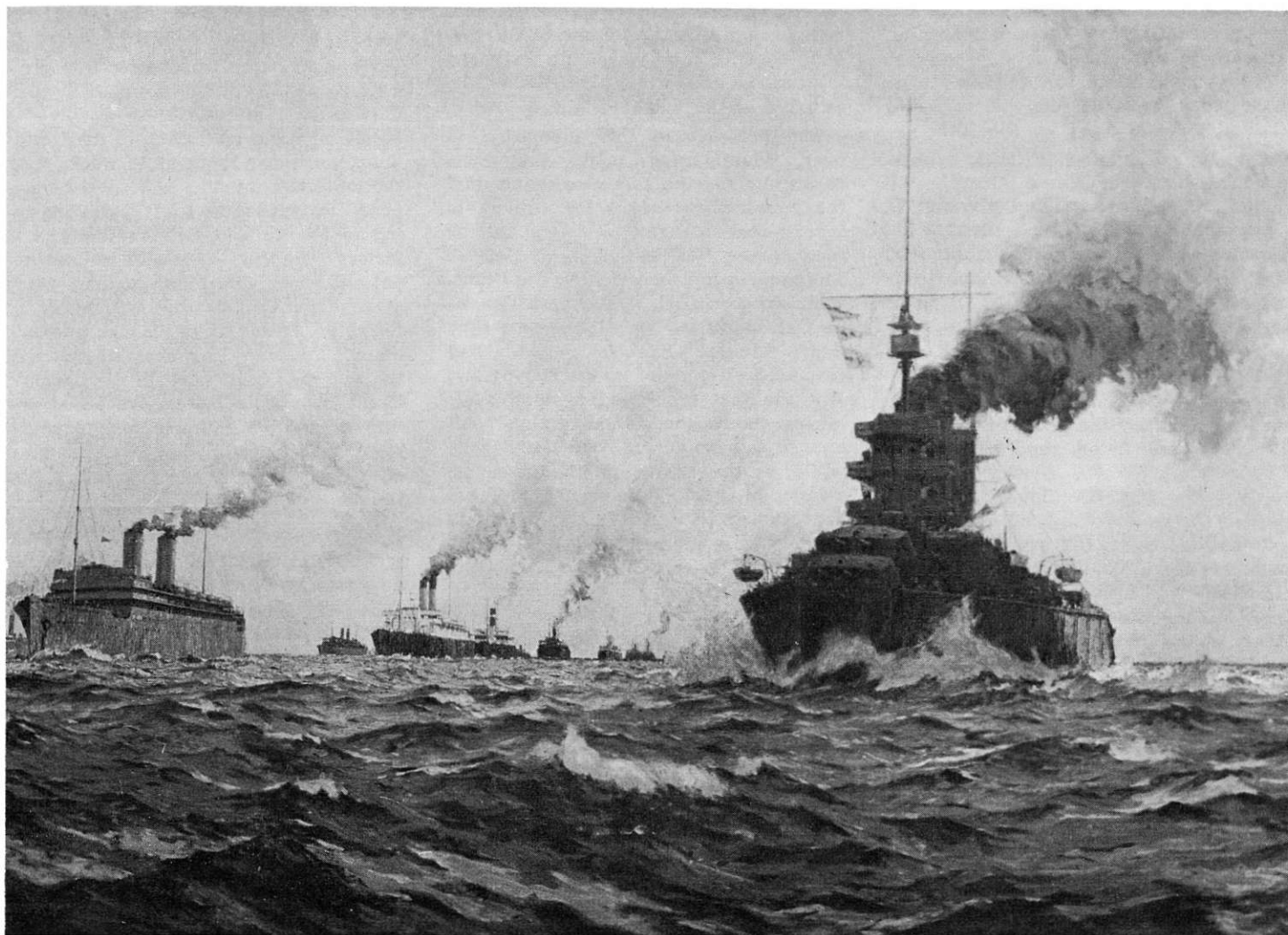
Rear-Admiral Phipps-Hornby pointed out that his squadron would be too weak to keep a proper watch on the German ships known to be in U.S. ports, so the *Niobe* was returned to him. On arrival at Halifax, Rear-Admiral Wemyss went up to Quebec to discuss the arrangements for the convoy with the Minister. Rear-Admiral Wemyss asked that the rendezvous at Gaspé Bay and the time of sailing be kept secret. The inhabitants of the area were most co-operative and the secret was well kept.

WEMYSS SAILED with his squadron from Halifax on Sept. 26 and the whole squadron arrived at Gaspé Bay on the 28th. The troop ships arrived in batches, three on Sept. 29, 13 on Oct. 1, 12 on Oct. 2, and two during that night. The Minister visited the anchorage on the 2nd, and distributed copies of his farewell message to the troops. After seeing only four cruisers he became greatly concerned once more about the strength of the escort. He was of the opinion that it was quite inadequate, and said so.

Finally the Admiralty replied that "My Lords are satisfied that every reasonable precaution has been taken and the escort is considered safe. . . . The cancelling of the sailing on the ground of inadequate escort will rest, therefore, with the Canadian Government."

However, Admiralty told no one about the plan to support the convoy with a battle cruiser during the second half of the voyage. It seems incredible that they did not tell Rear-Admiral Wemyss who was responsible for the safety of this important convoy.

At 2.30 pm on Saturday, Oct. 3, HMS *Charybdis* made the following signal to the troop ships: "Have cables hove short. All ships in column Z will raise anchor at 3 pm, and proceed, keeping column formation, steaming at 9 knots following leading cruiser *Eclipse*".



This is how Norman Wilkinson naval officer, war artist and reputed inventor of naval camouflage, portrayed the convoy carrying the First Contingent from Canada in October 1914. An unidentified battle cruiser (either the *Queen Mary* or *Princess Royal*) is shown with some of the 32 liners that carried more than 30,000 officers and men to England. Wilkinson's title: "Canada's Answer". (Courtesy National Gallery of Canada)

Promptly at 3 pm, the *Eclipse* led column Z out of the anchorage, followed by *Diana* with column Y, and in due course astern of her came *Charybdis* leading column X. HMS *Talbot* brought up the rear of the long column which had a total length of 21½ miles. The last ship did not pass the entrance until 6 pm.

The weather was perfect. It has been a fine fall day, and as the land disappeared astern in a setting sun, ahead rose a full moon. It must have been a wonderful sight, and it certainly moved one young soldier in the 16th Battalion (the Canadian Scottish that was to be), as he saw Canada disappear from sight astern, to write that, "I'm proud of being a Canadian". His words on going off to fight for his King and Country might well be taken to heart by his fellow countrymen today. Pride in one's country seems to be the exception rather than the rule these days.

Once formed the convoy proceeded at 10 knots. On Monday morning, Oct. 5, off St. Pierre Island, HMS *Glory* joined.

As the convoy passed Cape Race on Oct. 5 the *Florizel*, with the Newfoundland Contingent, joined the convoy.

While the convoy proceeded on its way, other ships were also moving into position. The *Princess Royal* (battle cruiser) left Scapa Flow early on the 3rd and reached to rendezvous on the night of the 7th. The battleship *Majestic* had arrived a day earlier. Off the American coast the *Suffolk*, *Niobe* and *Caronia* kept watch on the German liners lying in port. The Admiralty's plan was in action, and the grey ships of war were in position, ready to deal with the enemy.

It seems almost incredible that such a thing could happen, but apparently no one thought to tell the Admiralty that the convoy had sailed. By Oct. 6

they were not sure whether the Minister's views on the escort had held it up or not. The previous day the C-in-C Home Fleet asked if the convoy had sailed, so the Admiralty made a signal to Rear-Admiral Wemyss to "report what is position of convoy. Have you assembled and sailed?" His reply was made at 6 am and was received during the afternoon of the 6th. It read "Convoy assembled and left Gaspé Bay Oct. 3. Present position 45.30 N, 52 W, speed 9 knots." The Minister had informed the War Office that the convoy had sailed, but his message of Oct. 4 did not reach the Admiralty until the 6th. As a result this great convoy was at sea for three days without anyone at Whitehall knowing about it.

The *Princess Royal* and *Majestic* spent 2½ days waiting at the rendezvous, all due to the assumption that the convoy would sail on Oct. 1, at 10 knots, as signalled by Rear-Admiral Wemyss be-

fore sailing. In fact it sailed on the 3rd and proceeded at $9\frac{1}{2}$ knots, but nothing appears to have been done to correct the information. He was in touch with both ships by W/T on the 7th, and sighted them at dawn on the 10th.

On the 12th the *Princess Royal* dropped back and then cleared for action, and, with her band playing "O Canada" and "The Maple Leaf Forever", steamed up between columns Y and Z at 22 knots. It must have been a most stirring sight.

It had originally been planned to carry out the disembarkation of the troop transports at Southampton, which was being used almost entirely as a military port. By the end of September U-boats were being reported in the Channel, and it was considered safer to land the First Contingent at some port in the west of England. Devonport was decided upon, but after a visit by members of the Southampton Embarkation Staff who made an adverse report, Southampton was finally selected and Rear-Admiral Wemyss was so informed on Oct. 6.

Certain camp equipment, without which the troops could not be dealt with ashore, was stowed in the *Montreal*, 12 knots, and the *Alaunia*, 14 knots. It was essential that these two should be unloaded first.

These two ships, escorted by the *Diana*, parted company with the rest of the convoy 570 miles west of Scilly at 6.30 pm, Oct. 11. As the rest of the convoy approached the longitude of the Fastnet the escorting cruisers heard what appeared to be strong German wireless calls and Rear-Admiral Wemyss decided not to break up the convoy.

AS THE CONVOY reached the longitude of the Fastnet, there occurred an event which upset all the plans. On Oct. 12, the French had sighted a submarine off Cap Gris Nez and had established a patrol from Cherbourg to the Owers Light Vessel east of Ports-

mouth; in spite of this a submarine was sighted and attacked by one of the torpedo boats of the Portsmouth Extended Defence at 4.30 pm on Oct. 13, at the east end of the Isle of Wight.

The presence of this submarine so near Southampton made that port dangerous for the disembarkation, and the Admiralty ordered the convoy to take shelter in Plymouth Sound till the road to the Needles could be cleared. The same orders were sent to the *Diana*. Her two transports arrived at Devonport at dawn Oct. 14. At the same time Rear-Admiral Wemyss, who had reached Scilly, broke up the convoy and sent the first group to Plymouth, following with the other groups. All arrived safely during Oct. 14. Meanwhile, at the suggestion of the Commander-in-Chief, Portsmouth, orders had been given to the transports not to wait, but for them to carry on disembarking at Plymouth till the submarine in the Channel could be disposed of, and disembarkation officers were sent from Southampton to assist. The submarine situation did not improve and the disembarkation at Plymouth, having once started, continued till the whole convoy had landed at Devonport.

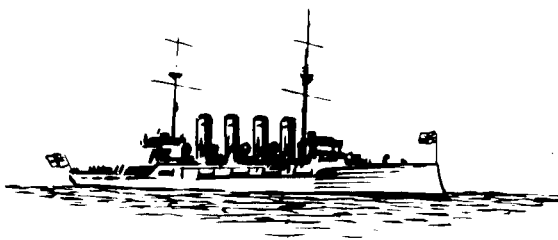
The submarines sighted on Oct. 12 and 13 in the approaches to Southampton had, in fact, been dispatched from Germany with the special mission of attacking the convoy. The German Admiralty on Oct. 8, learnt from their New York agents that 24 transports, escorted by eight warships had left Quebec on Oct. 2, a report which, so far, was very nearly accurate. Boulogne was assumed to be the destination of the force, the date of arrival to be Oct. 10 and 12 and, as the troops were thought to be sufficiently trained to take the field at once, the military authorities wished to have this convoy attacked. Accordingly *U-8* and *U-20* were dispatched on Oct. 10 to operate off Boulogne against it. It was *U-8* that was seen off Cape Gris Nez and *U-20* was met off Culver Cliff, but neither submarine seems to have come so far

west as Plymouth, and thus the convoy escaped a very real danger.

When you stop to consider this great event, it is quite wonderful that Canada was able to raise a force of 30,000 men and land them in the United Kingdom in the space of 10 weeks from the outbreak of the war. What happened to them after landing and on going to France and Belgium belongs to history. The men of the First Contingent and those who followed them made a name for Canada that will never be forgotten. Each man in his own way had his St. Crispin's Day even as those of us who had our part in the Second Great War or in Korea. We all at one time or another found ourselves called upon to put forth that extra, special effort to withstand the assaults of the enemy.

GENTLEMEN, we few, we happy few, we band of brothers, we are of a very special and select company, for we have borne arms in the service of our Sovereign and our Country in the presence of the enemy. To be a member of such a company is not only a privilege, but a very great honour. It has not been given to all men, and I believe that with this privilege and honour goes great responsibility. We, by our service, have an understanding of mankind, because we have lived and fought alongside our fellow countrymen. To us have been given the secrets of Duty—Discipline — Faith — Courage — Endurance—and, I trust, a Sense of Humour. All these qualities we have seen tried and tested in the face of the enemy, and I believe it is our responsibility to see that they remain some of the basic qualities in all Canadians. There is no doubt we all need them today.

Pride of regiment or service, pride of country, faith in a just cause, and above all, great courage, these are some of the qualities that have made your names famous. In these days such qualities are still to be found in those who serve Canada at sea, ashore and in the air.



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Terra Nova

During the Fifth Squadron's recent trip to Ireland and England, the men of HMCS Terra Nova had the opportunity of touring Ulster and Eire while the squadron was alongside at Londonderry.

The idea originated with Lt.-Cdr. Fred Henshaw, the Terra Nova's executive officer. Having a ship overflowing with sub-lieutenants, he thought this would be a fine opportunity for leadership and expedition training, sugar-coated with the chance of seeing the Irish countryside.

Before leaving Halifax in September, sleeping bags, tents, and emergency rations were acquired from the Canadian Army, and four groups of approximately 10 men each were organized, with a sub-lieutenant in charge of each group.

On arrival in 'Derry, the first two groups set off early on a wet, miserable Monday morning for Belfast, where they were to rent cars, mobility being



of the essence. At Belfast, the groups separated, one heading north, the other south, with just the one objective of absorbing as much of the Irish character and countryside as possible, returning to the ship at noon on Wednesday.

Dublin, Donegal, the Giant's Causeway, the Beleck potteries—the list of points of interest visited would take up more space than is available here. Shelter for the night was found in a variety of places, including private houses, camping in the rain and, the prize of

all, a brewery. The Irish people were most friendly and courteous, both north and south of the border and all seemed to take interest in these rather motely groups of Canadian sailors.

The third and fourth groups, touring from Wednesday noon to Saturday morning, found exactly the same friendliness, typified by the parting words of a local in Donegal: "See you all next year!"

As a result of the expeditions, 40 Canadians are now possessors of pleasant memories of a beautiful rural country, albeit a wet one. Terra Novas are now wondering where the next expeditions are going, since the Irish one was so successful. Maybe the wilds of Nova Scotia?

HMCS Cornwallis

Leadership Division

Friday, Aug. 21, brought to a close another hectic summer training period in the Leadership Division at Cornwallis. A total of 382 regular and reserve force officers and men completed courses during the four-month period.



The Stadacona band made five appearances in Philadelphia on Oct. 7 and 8 in conjunction with Canada Week in that city. Their opening program was at noon on Wednesday, Oct. 7, in the main court of the John Wanamaker store. That same day the band's concert group played at the Main Street Fair, Chestnut Hill Hospital, as pictured here. On Wednesday night the band gave its principal concert, an hour-and-a-half long, in the ballroom of the Trade and Convention Centre. On Thursday the bandmen were on a 30-minute live television show and then appeared at the Canadian Fashion Show in the Sheraton Hotel ballroom.

Practical segments of each course such as parade training, range, P&RT and the assault course give each individual the chance to demonstrate, to himself as well as to others, what he is capable of doing. The course officers and course instructors also discuss subjects related to the divisional system and the training of regular force and reserve personnel.

Leadership Division is proud of the opportunity to assist in raising the standards of the officers and men of the regular and reserve naval forces. By offering the two-week course to the latter group, we believe that the RCNR will be an even more effective force for this nation. Although instruction is directed toward the regular service, most of what is taught is applicable to all walks of life. This knowledge will be of lasting benefit even if the individuals spend only a short time in the RCNR.

One fact that is made clear to all trainees, is that the best method of teaching is by example and by having a desire to impart knowledge to those with less experience or training.

What was at first a rumour, then a plan finally became a reality on Aug. 3. On that day, boatswain training moved to Cornwallis. This important trade now forms a section of Leadership Division. The move was one of major proportions as truckloads of equipment arrived from HMCS Stadacona. Much pre-planning had taken place as the OIC Bos'n, Lt.-Cdr. D. B. Lawrence, and the Staff Officer (Admin), Cd. Off. D. E. Hall, had completed the preliminary work to make the move as smooth as possible.

The UNTD Navigation School will be the headquarters of boatswain training, with seamanship classes remaining in "G" Galley.

The Cyclic System will also give a great boost to the quantity of trainees in this section in the New Year.

RCNR training dominated the schedule, accounting for 307 trainees, including No. 21 Officers' Course; UNTD First Year Cadets; No. 4 Advanced Leadership Course; Petty Officers' Junior Leadership Course and No. 4 and No. 5 Leading Seaman Junior Leadership Courses.

To manage the large expansion in the numbers of trainees during the summer months, reserve officers are appointed to Leadership Division to carry the responsibilities of course officer and instructor. This season, Lieutenants M. Shiner and J. Watkins, of York, T. O'Connell of Scotian, W. Turner of Nonsuch, and Sub-Lieutenant M. Flood, of Scotian, supervised the training of ten reserve courses each of two weeks



A thoroughly navy-minded family attended the officer training establishment, HMCS Venture, Esquimalt, for the recent graduation of one of its members, Sub-Lt. Robert Montgomery. From left to right are his father, Lt.-Cdr. C. W. Montgomery, assistant professor in mathematics at the Canadian Services College, Royal Roads; Sub-Lt. Montgomery, with his sister, Kathryn Anne; his mother, and brothers, Cadet James Montgomery, a second-year ROTP naval officer cadet attending the University of Victoria, and Paul F. Montgomery, an able seaman at HMCS Malahat, Victoria naval division. Newly-commissioned Sub-Lt. Montgomery has been appointed to the destroyer escort St. Laurent, serving out of Halifax. (E-78265)



A monument to the memory of 15 sea captains bearing the name Rawding was unveiled on Sept. 15 in Clementsport, a neighbouring village of HMCS Cornwallis. Captain J. M. Paul, commanding officer, Cornwallis, gave the official address commemorating these sea captains who for 150 years sailed the high seas. In the "family" of sea captains there was one set of five brothers and two sets of two brothers. Two of the master mariners are still alive and sailing. Mrs. Winnifred Morgan, a daughter of one of the five brothers, was present with her daughter, Mrs. Henry How, who did the unveiling. (DB-19358)

duration. When the summer training season ended, these officers returned to their vocations or studies.

Four RCN officers' divisional courses were included in the summer agenda. No. 68 limited duty officers were a part of the division for six weeks and were re-introduced to the Navy way of life after 42 weeks of schooling at HMCS Naden.

The LDO course, as in the past, was popular in Cornwallis as the members responded well to instruction. For the first time the Canadian Naval Association presented a sword to the limited duty officer of the year. Cd. Off. Thomas Miller, of No. 68 Course, received this important award from the president of Canadian Naval Association, H. A. Maynard, during ceremonial divisions on July 3. The initiation of the award is of great value to all future courses and should create much competition and incentive.

Three classes of pre-Fleet sub-lieutenants arrived to complete one stage of their RCN indoctrination. The young officers were fresh from Canadian Services Colleges or Canadian universities and eager to join the Fleet.

The regular force staff at Leadership Division continued to change during the summer months and by September seemed to have the new appointment phase completed. Lt.-Cdr. R. C. Brown became the officer-in-charge, arriving directly from commanding the *New Waterford*. His predecessor, Lt.-Cdr. D. M. Waters, moved to Upper Canada as executive officer, HMCS *Hochelaga*. Lt. Charles Phillips packed his belongings for the long trip to the West Coast where he will be on staff of the Apprenticeship School. Lt. A. M. MacInnis also became a member of the staff at *Hochelaga* and will instruct RCN personnel in the French language. CPO J. Watson's thundering voice became history on Aug. 3 as he took up his new duties as master-at-arms in



Wren Donna Walker, "Miss Fire Prevention 1964", receives from His Worship Mayor Charles Vaughan, of Halifax, the plaque for best service float in the 1964 Halifax Natal Day parade. Wren Walker, who serves in HMCS Stadacona's Supply Department, was the chief adornment of the Dockyard Fire Department's winning float. She won her title over five other wrens serving in the Halifax-Dartmouth area. (HS-75740)

HMCS *Gloucester*. Other new faces in Leadership Division are those of Lt. Don Boudreau, as Projects Officer, Lt. C. W. Turner, as Course Officer, and CPO K. P. Keysell and PO H. O. Perry as Course Instructors. Lt. A. M. Baird and CPO W. Warner are now the only persons at Leadership Division who have been there for over 12 months.

There is no doubt at all that many busy months are ahead. The Cyclic System has made it possible for an increased number of RCN petty officers to attend the six-week divisional course. The division can now expect a minimum of six courses of 60 men in each. The increased number passing through Leadership should be of lasting benefit to the Fleet and to the individual. The regular force courses of LDO and direct entry officers will continue at their normal rate.

Each course attending Leadership Division begins its training conscious of the amount the members must learn and for all, the weeks following prove to be strenuous, but satisfying. Lectures are designed to uncover and develop leadership qualities necessary to effectively guide and administer the modern navy.

HMCS Kootenay

Five sea cadets, selected from coast to coast applications by the Navy League of Canada, sailed with HMCS *Kootenay* on July 20 on a cruise to the Bermuda area and New York. For most of them, it was their first time on board

a warship and for all cadets this was their first cruise.

During their four weeks on board, time was spent in each department covering all phases of shipboard life. They witnessed torpedo and mortar firings and gunnery shoots, and were in the engine and boiler rooms during manoeuvres. Lectures were given on anchors and cables, mortars, torpedo launchers and small arms. They had descriptive tours of the communications and electrical departments.

At night they stood upper deck watches as lookouts and in the wheelhouse. Basics of seamanship were learned when they fell in with the duty watch to lower sea boats, come alongside in harbour or store ship. Rounding out seamanship, they took part in a jackstay transfer and fuelling at sea.

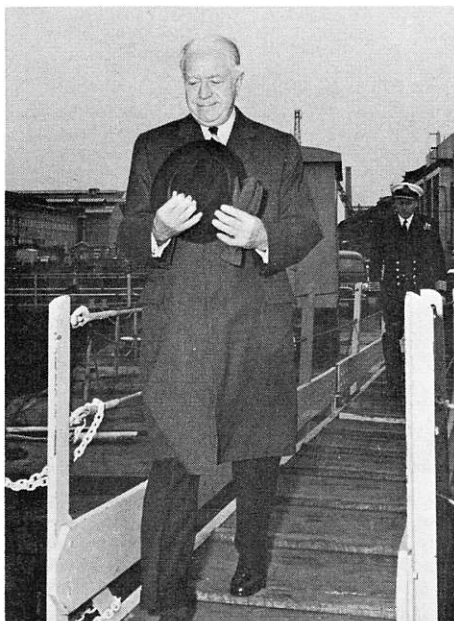
All work and no play . . . so when the *Kootenay* entered Bermuda between exercises, there was time for the renting of motor scooters and tours of the island, or to soak up the sun along the sandy beaches.

In New York, during the four-day visit, there was a Yankee baseball game, the World's Fair, and a host of other interesting items and events including a show at Carnegie Hall and a beach party at Jones Beach.

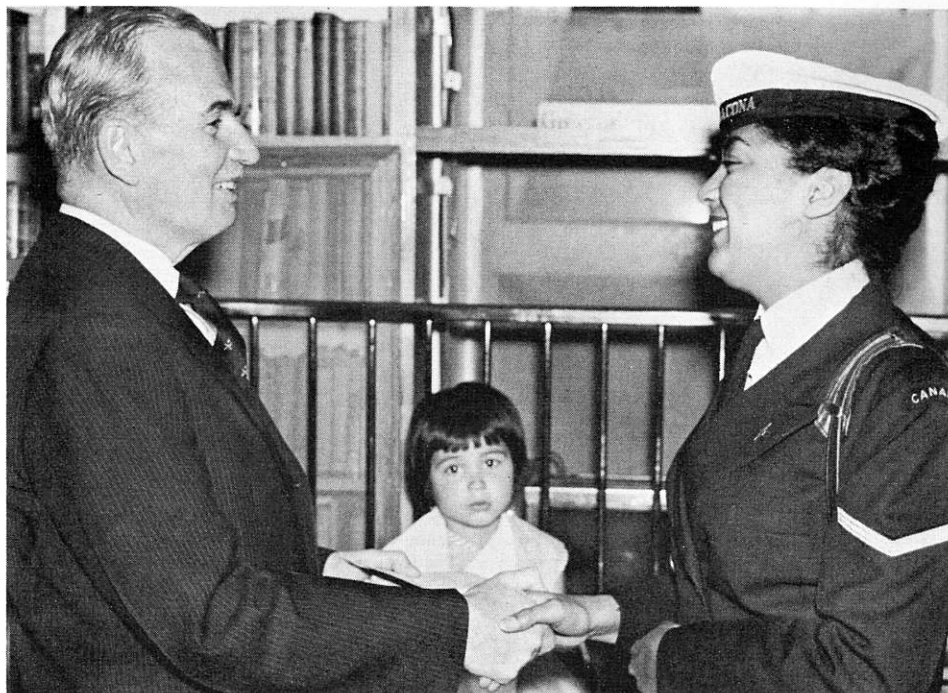
On arrival back at Halifax on Aug. 14, the sea cadets departed for their homes with a broader knowledge of the world and wiser to the ways of the Navy.



HERE AND THERE IN THE RCN



Hon. Lionel Chevrier, High Commissioner for Canada in London, accompanied by Madame Chevrier, visited HMC Ships Chaudiere and Terra Nova at Portsmouth, England, on Oct. 30. The ships had been exercising in British waters. Mr. Chevrier is shown going on board, followed by Captain G. H. Hayes, Deputy Naval Member, Canadian Joint Staff, London. (Royal Navy Photo)



Major-General E. C. Plow, former Lieutenant Governor of Nova Scotia, accepts a cheque for the Children's Hospital Building Fund from Wren Nina Francis as Nancy Morris, a patient at the present Children's Hospital, looks on. The money was donated by the Stadacona Ship's Fund. (HS-76287)



After 16 years of service as stationary engineer at HMCS Donnacona, Montreal's naval division, William Jones has retired from the civil service. His retirement was marked by the presentation of a tray from the naval and civilian staff and a framed scroll, by Lt.-Cdr. D. W. Swan, staff officer, on behalf of Commodore M. J. Jette, Senior Naval Officer, River St. Lawrence Area. (ML-14047)



Integration, international style, was encountered by Captain L. J. Nairn, Pacific Command Supply Officer, when he took up his new appointment recently. He found two supply officers serving in Esquimalt on exchange duties from the United States Navy and the Royal Navy. Left to right are: Lt. Duane Hinds, USN, of Montrove, Pennsylvania, Cdr. H. T. Cocks, RCN, Officer-in-charge Naval Supply Depot, HMC Dockyard; Captain Nairn and Lt. Tim Rogers, RN, of Milford-on-Sea, Hampshire, England. (E-78384)

THE NAVY PLAYS

Albro Lake Team Tops in Softball

In the Intermediate "B" softball league in the Maritimes there is no team in a class with the one from Naval Radio Station Albro Lake, Dartmouth.

In the Dartmouth area they won the lead last summer with 17 straight wins (a record) and defeated the Volvo team 3 out of 5 in the finals to gain possession of the Noseworthy trophy.

The team went on to capture the provincial championship and the Herb Smart trophy before downing Gagetown two out of three games for the Maritimes championship.

During the season the team was wholly self-supporting, with each player even buying his own uniform.

Pacific Command Pearkes Winner

The RCN Pacific Command soccer team won the G. R. Pearkes soccer trophy at Camp Gagetown, N.B., in the Armed Forces soccer championship tourney October 8, 9 and 10.



This is the Albro Lake Naval Radio Station team that won 17 softball games in a row last summer and went on to take the Maritimes Intermediate "B" softball league championship. Front row, Gregor Garry, James Dauphinee and D. W. King; middle row, J. L. Murphy, G. E. Robillard, F. E. Rollet, F. A. Gray, J. D. MacLaren and J. F. Frame, and, back row, D. E. Glover, Douglas MacGregor, B. C. Smith, Robert Pitman and Patrick Devine.



Air Force Cadet Stanley Gidley of Comox and Vancouver was the first man across the finish line with 200 officer cadets at the Canadian Services College, Royal Roads, raced 4.3 miles around Hatley Park in an interflight cross-country run on Oct 22. Timer is Staff Sgt. D. F. Wilson of the college drill staff. Cadet Gidley, son of Flight Sgt. and Mrs. S. R. Gidley, stationed with the RCAF at Comox, ran the course in the time of 22:42.5. College record for the run is 20:56:4, set in 1962 by Cadet John Carswell, of Saragway, Que. (RR-3506)

It marked the first time that the Navy had won the trophy, which last year was captured by RCAF Penhold, Alberta. The Pacific Command team took the cup by defeating Black Watch 2-1 in overtime. Earlier, the navy stalwarts downed RCAF Winnipeg 6-1 and HMCS Stadacona 6-0.

The winning navy goal was scored by Nigerian apprentice Bonnie Egbunobi in the second overtime period. The first navy goal was scored by team captain Ldg. Sea. Bob Marsden at the 15-minute mark on a penalty kick. The lone Black Watch goal was scored by George Whelan late in the second half.

In all, seven teams took part in the championship after having won their regional sections.

Coach of the Pacific Command team was PO Bill Lewis. Team manager is W. C. Curry.

Montreal Team Downs Sailors

Montreal Wanderers, fresh from a 16-3 victory over *Shearwater* Falcons on Oct. 31 that saw them walk off with

the MacTier Cup, defeated *Stadacona* Sailors, 6-5, in an exhibition rugby match on Sunday afternoon Nov. 1.

The Sailors jumped out in front early in the contest with John Slade crossing the line for three points. The convert was good making the score 5-0 for *Stadacona* at the end of the first half.

However, the Wanderers rebounded quickly and scored two unconverted tries in the final 40 minutes to give the visitors the 6-5 win.

Hockey Clinic At Cornwallis

The second annual hockey clinic for referees, held at *Cornwallis* Nov. 5-7, was expanded this year to include maritime servicemen as well as civilians, the first one having been such a success.

PO B. A. (Spud) Hughes, a PTI and longtime referee, was instructor at this year's clinic, in which he was assisted by guest instructors from the Maritime Hockey Referees' Association. The clinic included lecture room and ice time.

Cadets Tackle Obstacle Course

One hundred and twenty or more recruits slithered, slipped, climbed, scrambled, waded and swam their way to the status of junior cadets at *Royal Roads*, Canadian Services College, on the afternoon of Oct. 16.

A two-mile obstacle course, with just about every uncomfortable impediment to progress thrown in, was covered by the cadets in good time (about 34 minutes was the best) to mark the end of their first six weeks in the armed forces as officer cadets.

Not much more than an hour after the last of them finished the course, they were sitting down to a formal mess dinner. Gone were their "fuzzy-wuzzies" (a cadet tag for the woolly battle dress they started with), on were the smart blue tunics and trousers with red stripes.

Even though the studies had been hard, the athletic activity demanding and the parade square drill monotonous, the cadets were started on a career.

Next year, they will be seniors at *Royal Roads* and next year there will be more recruits.



This year's *Royal Roads* cadets ended their six-week recruit period by slipping, climbing, wading and swimming through, under and over a two-mile obstacle course. The cadets first climbed a scramble net. Mud, and lots of it, came later. (RR-3460)

NELSON'S LETTER FOR NEW MUSEUM

AN ORIGINAL LETTER from Lord Nelson, written in his own hand two years before the Battle of Trafalgar, has been presented to the Royal Australian Navy by a Sydney businessman.

The Australian Minister for the Navy, Mr. Chaney, said that the letter, written on board the *Victory* in 1803, would be a prized exhibit in an Australian museum of naval history.

Mr. Chaney said the letter had been generously donated by H. C. Adney, of Great North Road, Five Dock, N.S.W. It is intended that with other historical naval material, it one day will go on display in a museum which the Navy plans to establish in Canberra.

Lord Nelson's letter was written to Captain George Frederick Ryves, HMS *Gibraltar*, Naples, on the 8th of October, 1803, during operations in the Mediterranean.

The historic letter reads:

"Dear Sir,

I am much obliged by your letter of September 20th and for the trouble you have taken about the wood at the Madalena Islands. His Excellency Mr. Elliot will request you to see the Neapolitan troops safe to Messina, which, if not already performed, I am sure you have, or will have complied with. We had nothing but severe gales of wind since you left us, but we get on very well. The *Monmouth* was only five days to Cape Sicie but we were blown off. I am dear sir with real esteem, your obliged and obedient servant.

NELSON AND BRONTE.

"The *Childers* is not to be detained on any account."

In 1803 Lord Nelson was commanding the British Fleet in the Mediterranean, and the letter refers to operations during the blockade of the French Fleet in Toulon. Captain Ryves had informed Nelson of a safe anchorage at the Madalena Islands, and the letter expresses thanks for the preparation of wood for fuel.

Nelson was anchored at Madalena when, in 1805, two British lookout frigates came into sight flying the signal that the French Fleet was at sea. Nelson sailed in pursuit and never returned.



RETIREMENTS

CPO CARMAN LUTHER BENJAMIN, CD and 1st Clasp; C2CK3; joined RCNVR March 19, 1940; transferred to RCN Aug. 11, 1946; served in *Stadacona*, *Assiniboine*, *Restigouche*, *Prince David*, *Montreal*, *York*, *Shelburne*, *Somers Isles*, *Cornwallis*, *Niobe*, *Warrior*, *Magnificent*, *Shearwater*, *Star*, *Patriot*, *Bonaventure*, *Athabaskan*; retired October 21, 1964.

CPO CYRIL JOSEPH COOTE, CD; C1ER4; joined RCNVR Oct. 3, 1939; transferred to RCN March 11, 1943; served in *Stadacona*, *Pugwash*, *Mayflower*, *Burlington*, *Hunter*, *Cornwallis*, *HMS Seymour*, *Niobe*, *Teme*, *Mattane*, *Peregrine*, *Scotian*, *Newport Corners* naval radio station, *Iroquois*, *Portage*, *La Hulloise*, *Llewellyn*, *New Liskeard*, *Resolute*, *Athabaskan*; retired October 2, 1964.

CPO COLIN ARTHUR EDWARD DREW, CD; C1CD4; joined RCNVR Dec. 12, 1937;

transferred to RCN May 20, 1944; served in *Calgary* naval division, *Naden*, *Prince Robert*, *Princess Marguerite*, *Spondelius*, *Ikauna*, *Reynella*, *Kootenay Park*, *Givenchy*, *Princess Eloise*, *Stadacona II*, *Kirkland Lake*, *Niobe*, *Peregrine*, *Cornwallis*, *Medicine Hat*, *Uganda*, *Ontario*, *Bytown*, *Niagara*; retired October 9, 1964.

CPO CLAYR WILLMOTT HENDERSON, CD; C1FC4; joined RCNVR Nov. 5, 1941; transferred to RCN May 1, 1942; served in *Star*, *Nonsuch*, *Stadacona*, *Cornwallis*, *Givenchy*, *Courtenay*, *Sackville*, *Peregrine*, *Prescott*, *Avalon*, *Kincardine*, *Scotian*, *Winnipeg*, *Oshawa*, *Ontario*, *Niobe*, *HMS Collingwood*, *HMS Excellent*, *Naden*, *Cayuga*, *Rockcliffe*, *Sioux*, *Naden*, *Athabaskan*, *Fraser*, *HMS Victory*; retired October 30, 1964.

CPO STEWART EDWARD MacRAE, CD; C2ER4; joined RCNVR April 18, 1942; trans-

ferred to RCN Sept. 12, 1945; served in *Montreal* naval division, *York*, *Cornwallis*, *Avalon*, *Stadacona*, *Rimouski*, *Peregrine*, *Hochelaga II*, *New Liskeard*, *Micmac*, *Nootka*, *Iroquois*, *La Hulloise*, *Haida*, *Crescent*, *Algonquin*, *Ottawa*, *Terra Nova*, *Columbia*; retired October 29, 1964.

CPO GEORGE JOSEPH MALEFANT, CD and 1st Clasp; C1PM4; served in RCNVR Sept. 22, 1939 to Dec. 4, 1945; joined RCN Oct. 9, 1946; served in *Winnipeg* naval division, *Naden*, *Stadacona*, *Avalon*, *Chippawa*, *Rockcliffe*, *Ontario*, *Cornwallis*, *Cape Breton*; retired October 6, 1964.

PO DONALD WILLIAM GEORGE TRIM, CD; PIBD3; joined RCNVR July 11, 1944; transferred to RCN Oct. 27, 1944; served in *Star*, *Brunswick*, *Captor II*, *Cornwallis*, *Peregrine*, *Niobe*, *Crescent*, *Naden*, *Ontario*, *Stadacona*, *Cornwallis*; retired October 26, 1964.

OFFICERS RETIRE

LT. DENNETT ALFRED ALBERT ARNOLD, CD; commenced service Dec. 19, 1951, in the RCN as Commissioned Officer (SB); served in *Malahat*, *Naden*, *Cornwallis*, *Stadacona*, *Unicorn*, *Chippawa*; last appointment, *HMCS Unicorn* as Area Recruiting Officer, *Saskatchewan*; commenced leave Oct. 17, 1964; retires on Feb. 4, 1965.

LT. KENNETH JOHN BARKLEY; commenced service in RCN Sept. 16, 1953, as an ordnance cadet; served in *Chippawa*, *Naden*, *Sussexvale*, *Stettler*, *Montcalm*, *Bonaventure*, *Stadacona*, *Niobe*, *HMS Excellent*, *HMS Vernon*, *Crescent*, *Nootka*, *Bytown*; last appointment *Naval Headquarters* on staff of Assistant Director of Fleet Maintenance (Planned Maintenance); retires on Sept. 30, 1964.

CDR. FREDERICK WILCOX HERBERT BRADLEY, CD; commenced service in the RCNVR on July 26, 1940, as an ordinary seaman; served in *Stadacona*, *HMS President*, *HMS Victory*, *HMS Vincent*; promoted to sub-lieutenant on Oct. 6, 1964; served in *HMS Vulture*, *HMS Jackdaw*, *HMS Condor*, *HMS Landrail*, *HMS Indomitable*, *HMS Daedalus*, *HMS Begum*, *HMS Bambara*, *HMS Merganser*, *Niobe*, *Bytown*, *Carleton*; demobilized Feb. 26, 1946; entered RCN(R) as lieutenant (P) Sept. 7, 1946; transferred to RCN July 15, 1947; served in *Donnacona*, *Stadacona*, *Niobe*, *HMS Daedalus*, *HMS Heron*, *HMS Fulmar*, *HMS Vulture*, *Niobe*, *Bytown*, *Magnificent*, *Shearwater*, *Crusader*, *Patriot*; last appointment *HMCS Patriot* in command and on staff of Commanding Officer Naval Divisions as Deputy Chief of Staff and as Chief Staff Officer Operations and Administration Division and as Command Security Officer; commenced leave Sept. 2, 1964; retires on Feb. 17, 1965.

LT.-CDR. EDWARD BURNETT, CD; commenced service in the RCNR on Jan. 6, 1936; as a probationary stoker; promoted to acting warrant engineer on May 1, 1943; served in *Armentieres*, *Skeena*, *Naden*, *Givenchy*, *Kelowna*, *Stadacona*, *Vegreville*, *Bellechasse*; demobilized Feb. 5, 1946; entered RCN as Engine Room Artificer 4th Class on Jan. 6,

1947; promoted to acting warrant engineer July 1, 1949; served in *Naden*, *Warrior*, *Stadacona*, *Ontario*, *Cornwallis*, *Sussexvale*, *Bytown*, *Cape Breton*; last appointment *HMCS Naden* on staff of Commodore Superintendent Pacific Coast for Planning Department Ship Repair Activity; commenced leave Oct. 4, 1964; retires on March 9, 1965.

LT.-CDR. ARCHIBALD DOUGLAS CALDWELL, CD; served in RNVR from March 1937 to January 1946; commenced service in the RCN(R) on April 26, 1951, as lieutenant (G); transferred to RCN as lieutenant (G) on May 22, 1951; served in *Star*, *Stadacona*, *Donnacona*, *Naden*, *Ontario*, *Bytown*, *Patriot*, *York*; last appointment *HMCS Patriot* on staff of Commanding Officer Naval Divisions as Secretary and as Flag Lieutenant; commenced leave Aug. 31, 1964; retires on June 11, 1965.

SURGEON CAPTAIN GEORGE WILLIAM CHAPMAN, CD; commenced service in the RCNVR on Feb. 17, 1941, as a surgeon lieutenant; served in *Stadacona*, *Bytown*, *Niobe*; transferred to RCN as surgeon lieutenant-commander on Sept. 8, 1945; served in *Donnacona*, *Ontario*, *Bytown*, *Stadacona*, *Discovery*, *Naden*, *Beacon Hill*; last appointment *HMCS Stadacona* as Regional Surgeon Atlantic Medical Region; commenced leave Sept. 29, 1964; retires on April 24, 1965.

LT.-CDR. EDWARD ALBERT FALLEN, CD; served in RCAF from 1941 to 1945; commenced service in the RCN(R) on April 17, 1947 as an acting lieutenant (P); served in *Bytown*, *Magnificent*, *Stadacona*, *Shearwater*, *Niagara*, *Labrador*, *Bonaventure*; last appointment *HMCS Shearwater* in *HS-50*, in command; commenced leave Oct. 20, 1964; retires on Feb. 16, 1965.

LT. EDWARD JOSEPH GAYDA, CD; commenced service in the RCN on May 3, 1947, as a probationary stores assistant; served in *Queen*, *Naden*, *Unicorn*, *Ontario*, *Cornwallis*, *Discovery*, *Stadacona*, *Labrador*, *Gloucester*, *Hochelaga*, *Patriot*; last appointment *HMCS Naden* on staff of Officer-in-Charge Naval Supply Depot, *Esquimalt*; commenced leave Sept. 7, 1964; retires on Jan. 18, 1965.

LT.-CDR. LEONARD RAYMOND JOHNS, CD; commenced service in the RCN on March 1, 1937, as an acting engine room artificer, 4th class; promoted to acting warrant engineer, on Jan. 15, 1943; served in *Naden*, *Skeena*, *St. Laurent*, *York*, *Stadacona*, *Prince Robert*, *Avalon*, *Cornwallis*, *Hochelaga*, *Hal-lowell*, *Mahone*, *Glace Bay*, *Peregrine*, *Beacon Hill*, *Grou*, *Givenchy*, *Uganda*, *Royal Roads*, *Magnificent*, *Sioux*; last appointment *HMCS Naden* on staff of Commodore Superintendent Pacific Coast for Planning Department Ship Repair Activity; commenced leave Oct. 2, 1964; retires on April 20, 1965.

CDR FRANCIS JAMES JONES, CD; commenced service in the RCNR on Aug. 23, 1940, as an able seaman; transferred to RCNVR and promoted to probationary sub-

PROMOTIONS

The following is a list of promotions to the rank shown, in the Gloucester Port Division effective June 1, 1964:

REED W. A.	5575-G	C1RS4
ZWICKER L. E.	6887-G	C2RS4
HAYWARD E. E.	5557-G	C2RS4
BURSEY G. F.	13581-G	C2RS4
CORMIER F. E.	14523-G	C2RS4
STEVENS W.	11592-G	P1RS3
BUCHANAN A. G.	11780-G	P1RS3
SEARLE A. F.	13596-G	P1RS3
PAINE N. A.	27005-G	P1RS3
JENNINGS G. G.	34234-G	P1RS3
HAMM B. E.	12219-G	P1RS3
STEWART H. D.	25040-G	P1RS3
ROBTAILE J. R.	9526-G	P1RS4
FERGUSSON W. R.	17772-G	P1RS4
COLP C. J.	24997-G	P1RS3
DAWSON J. P.	8539-G	P1RS3
KILEN P. C.	17322-G	P1RS3

In addition to the above LSR3 J. W. DICKENS, 31245-G was promoted to P2RS3 effective March 1, 1964.

lieutenant Jan. 1, 1941; served in *Royal Roads*, *Hochelaga*, *Saskatoon*, *HMS Persian*, *Niobe*, *Mimico*, *Stadacona*, *Matane*, *Donnacona*; demobilized on Nov. 5, 1945; entered RCNR as lieutenant-commander June 27, 1946; transferred to RCN as lieutenant-commander Jan. 22, 1951; served in *Donnacona*, *Stadacona*, *Bytown*, *Niobe*, *Wallaceburg*, *Cape Scott*; last appointment Naval Headquarters on staff of Director Naval Operations; commenced leave Sept. 26, 1964; retires on March 1, 1965.

LT.-CDR. JEAN PAUL JORDAN, CD; commenced service in the RCNVR on March 24, 1942; as a writer; promoted to probationary paymaster sub-lieutenant Aug. 2, 1944; served in *Cartier*, *Stadacona*, *Cornwallis*, *Fort Ramsay*, *Donnacona*; transferred to RCN as lieutenant (S) May 30, 1946; served in *Donnacona*, *Stadacona*, *Bytown*, *Magnificent*, *Iroquois*, *Coverdale*, *Nootka*, *Patriot*, *Shearwater*, *Algonquin*, *Niagara*; last appointment HMCS *Niagara* as Secretary to Naval Member Canadian Joint Staff Washington; commenced leave Oct. 24, 1964; retires on May 12, 1965.

LT.-CDR. THOMAS ARCHIBALD STUART KADEY, CD; commenced service in the RCNVR as a probationary sick berth at-

tendant; served in *Stadacona*, *Avalon*, *Peregrine*; transferred to RCN as sick berth attendant Dec. 10, 1954; promoted to acting



commissioned wardmaster on Oct. 1, 1950; served in *Stadacona*, *Iroquois*, *Portage*, *St. Stephen*, *Cornwallis*, *Naden*, *Bytown*, *Star*, *Tecumseh*, *Royal Roads*; last appointment HMCS *Cornwallis* for Naval Hospital as

Medical Administrative Officer; commenced leave Sept. 3, 1964; retires on March 22, 1965.

LT.-CDR. JOHN ROBERT SUTHERLAND, CD; commenced service in the RCNVR on March 14, 1940, as a writer; served in *Stadacona*, *Protector*, *Niobe*, *HMS Diadem*, *Peregrine*; transferred to RCN as writer on Dec. 12, 1940; promoted to acting sub-lieutenant (S) on May 1, 1946; served in *Givenchy*, *Naden*, *Rockcliffe*, *Bytown*, *Iroquois*, *Swansea*, *La Hullose*, *Bytown*, *Hunter*, *Donnacona*, *Hochelaga*, *Margaree*; last appointment HMCS *Naden* on staff of Flag Officer Pacific Coast as Inspector Supply and Fleet Accounting West Coast; commenced leave Oct. 1, 1964; retires on March 29, 1965.

LT.-CDR. EARL DOUGLAS THOMPSON, CD; commenced service in the RCNR on Nov. 6, 1938, as a probationary stoker; served in *Naden*, *St. Laurent*, *Malaspina*, *Haro*, *Quesnel*, *Vancouver*, *Givenchy*, *Burrard*, *Sudbury*, *Bytown*, *Scotian*, *Stadacona*; transferred to RCN as acting engine room artificer, 4th class; promoted to acting warrant on May 1, 1943; served in *Scotian*, *Iroquois*, *Stadacona*, *Haida*, *Magnificent*, *Niobe*, *Niagara*, *Cornwallis*, *Cape Scott*, *Granby*; last appointment HMCS *Naden* for Diving Establishment West Coast; commenced leave Oct. 5, 1964; retires on May 2, 1965.



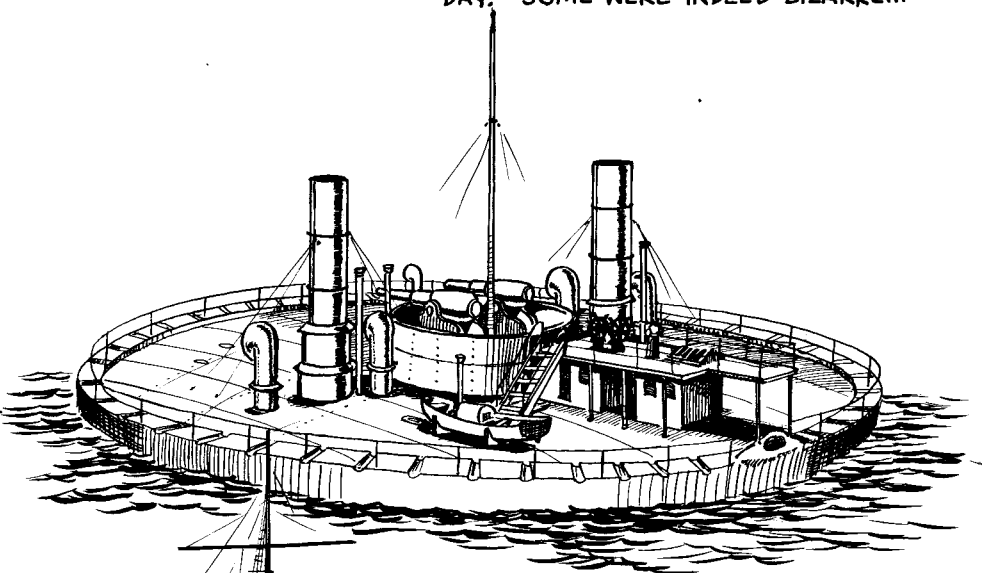
This study in perspective was taken on the occasion of the visit of His Honour, Lieutenant Governor G. R. Pearkes, VC, to HMC Dockyard, Esquimalt, on Oct. 30 to return the call made by the new Flag Officer Pacific Coast, Rear-Admiral M. G. Stirling. (E-78577)

Naval Lore Corner

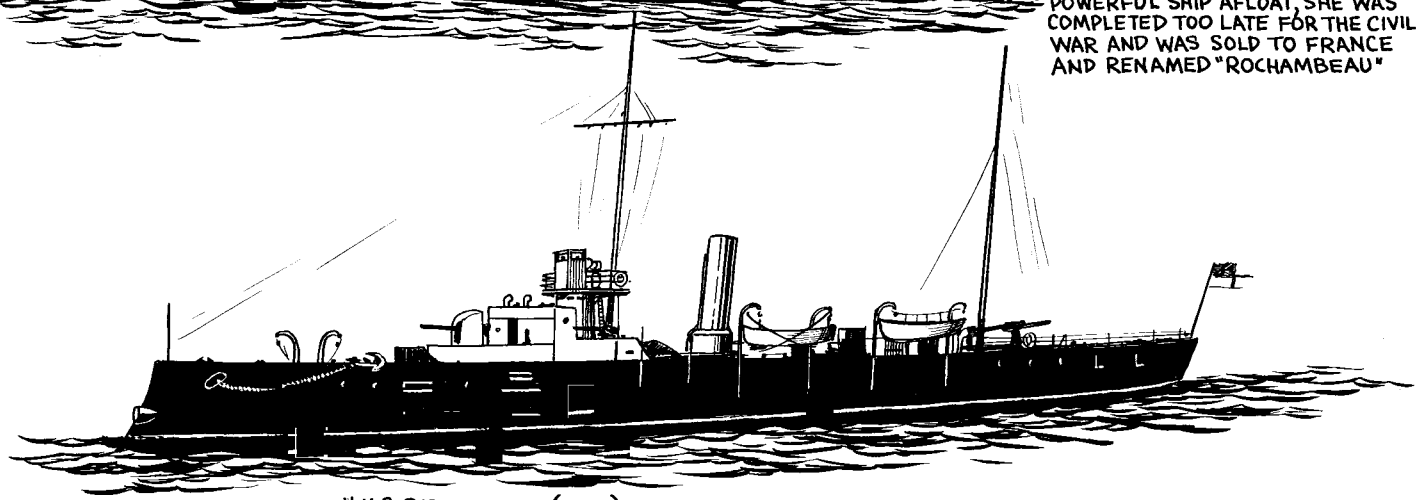
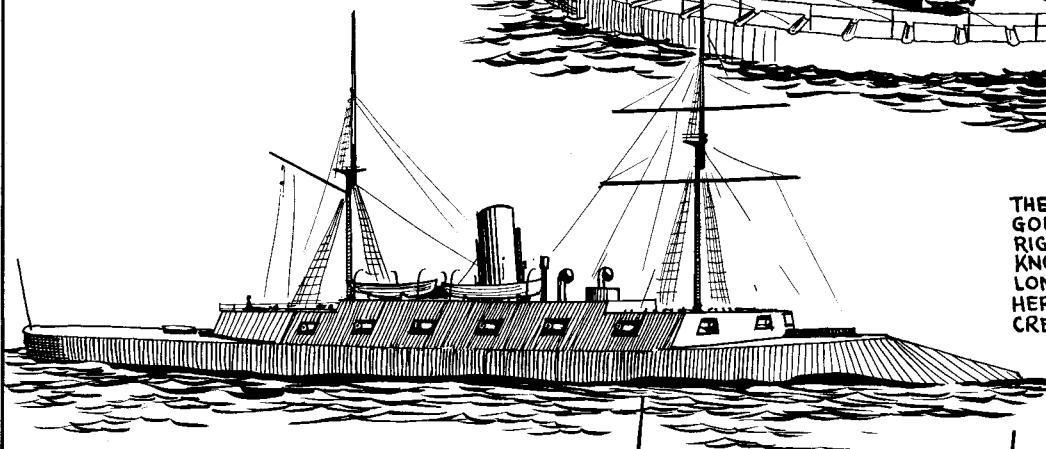
Number 132
"CURIOS AT SEA"

IN THE EARLY DAYS OF STEAM-POWER THE NAVIES OF THE WORLD LAUNCHED MANY NEW CLASSES OF WARSHIP TO MEET THE NEW CHALLENGES OF THE DAY. SOME WERE INDEED BIZARRE...

THE TWO RUSSIAN MONITORS OF THE "NOVGOROD" CLASS (1873) WERE COMPLETELY CIRCULAR AND DISPLACED 2,490 TONS. ARMED WITH TWO 11-INCH GUNS, THEY WERE PROPELLED (AND STEERED) BY SIX PROPELLERS...



THE U.S.S. DUNDERBERG (1865) "OCEAN-GOING IRONCLAD RAM" WAS FRIGATE-RIGGED AND COULD STEAM AT 15 KNOTS. HER RAM-BOW WAS 50 FEET LONG AND SHE DISPLACED 7,000 TONS. HER ORIGINAL ARMAMENT (LATER INCREASED) INCLUDED TWO 15-INCH AND EIGHT 11-INCH DAHLGREN SMOOTH-BORES. CLAIMED AS THE MOST POWERFUL SHIP AFLOAT, SHE WAS COMPLETED TOO LATE FOR THE CIVIL WAR AND WAS SOLD TO FRANCE AND RENAMED "ROCHAMBEAU"



H.M.S. RATTLESNAKE (1887) WAS THE FIRST OF A TYPE OF VESSELS TERMED "TORPEDO CATCHERS".... DESIGNED TO CATCH AND DESTROY TORPEDO BOATS (THEN A NEW 'MENACE' IN NAVAL WARFARE). ARMED WITH ONE 4-INCH GUN AND SIX 3PDR.s (PLUS TWO TORPEDO TUBES) SHE STEAMED AT 18.5 KNOTS.... TOO SLOW TO CATCH A T.B. AS A CLASS THESE SHIPS WERE BASICALLY FAULTY, BEING TOO SLOW, WEAK AND CLUMSY FOR THEIR JOB (RATTLE-SNAKE WAS ACTUALLY 'CAPTURED' BY A T.B. DURING THE 1890 MANOEUVRES!) THE ADMIRALTY, HOWEVER, BUILT 22 MORE TORPEDO-CATCHERS WITH A PERSISTENCE THAT WAS ALMOST PATHETIC UNTIL THE TYPE WAS ABANDONED, THEIR DESIGNED FUNCTION BEING INHERITED BY THE NEW TORPEDO BOAT DESTROYERS...

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