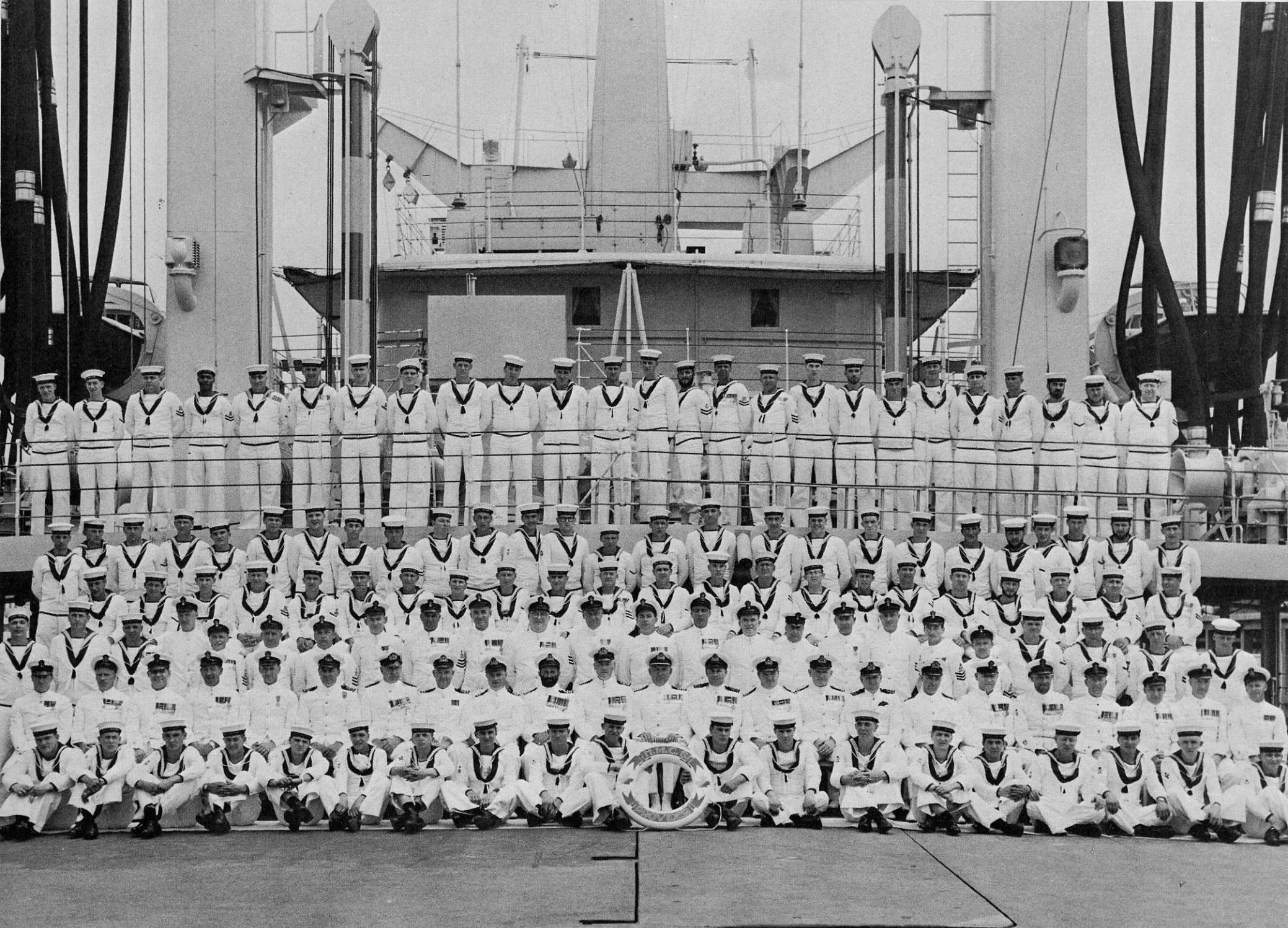


The CROWSNEST



ESQUIMALT



The CROWSNEST

Vol. 16 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER 1964

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<i>Naval Lore Corner No. 133</i>	Inside Back Cover

The Cover—The guard and band of HMCS *Naden* march off after having been paraded on the occasion of an official visit by His Honour G. R. Pearkes, VC, Lieutenant-Governor of British Columbia, to Rear-Admiral M. G. Stirling, new Flag Officer Pacific Coast. The English-ivy-covered walls in the background belong to the administration building in HMC Dockyard, Esquimalt. (E-78575)

FAMILY PORTRAIT

A souvenir of the first year in commission of HMCS *Provider* is this picture of her original ship's company, taken in Las Palmas, Gran Canaria, last summer.

It was a busy year and, in many ways, a difficult one as new and unfamiliar equipment was tried out and, in some cases, rejected and replaced. She voyaged to Britain with HMCS *Yukon* in company to carry out fuelling trials, which were successfully accomplished at high speed.

Many of the officers and men shown on the opposite page have gone on course or to other ships or appointments and this includes the *Provider's* first commanding officer, Captain T. C. Pullen, who has been appointed to Canadian Forces Headquarters and succeeded by Captain Kai Boggild. (508-260)

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EDITOR,
The Crowsnest,
Canadian Forces Headquarters,
OTTAWA, Ontario.



Symbolic of the move towards integration of Canada's armed forces is this three-service salute to ocean escorts of the Pacific Command as they returned to Esquimalt in November from Navy-Army-RCAF combined exercises. Saluting the returning warships are Major-General John Rockingham, General Officer Commanding Western Command; Rear-Admiral Michael G. Stirling, Flag Officer Pacific Coast, and Air Commodore R. C. Weston, Deputy Maritime Commander Pacific. (E-78667)

Trackers Join USN Carrier

On Sunday, Nov. 29, six Tracker aircraft from 880 Squadron under the command of the squadron commanding officer, Cdr. R. C. MacLean, took off from *Shearwater*, to become the last of four detachments to have operated from United States Navy carriers this year.

The aircraft underwent a one-week period of anti-submarine exercises, operating from the United States carrier *Essex*.

Trackers from VS 880 flew from the decks of U.S. carriers during the summer period while HMCS *Bonaventure* was undergoing refit in Saint John, N.B.

This last detachment completed the valuable series of missions with the United States Navy that has enabled the RCN to maintain its Tracker crews in a high state of operational readiness.

Three Officers Go to Viet Nam

Three RCN officers, one of them the first naval surgeon from Canada to serve in that part of the world, have been appointed to Viet Nam.

Lieutenant-Commanders Robert J. Paul and Douglas B. Babineau have taken up appointments with the mili-

tary component of the Canadian delegation in Saigon, Viet Nam, for duty with the International Commission for Supervision and Control.

Two Canadian naval officers participate continuously in this international commitment on annual rotation.

Lt.-Cdr. Paul was formerly Staff Officer (Reserves) to the Commodore Personnel Atlantic, at Halifax, and Lt.-Cdr. Babineau was RCN Area Recruit-

ing Officer, South Ontario Area, at Windsor.

The third officer, Surgeon Lt. Gerard A. St. Hilaire, of Sillery, Que., was to take up an appointment early in the New Year in Saigon on the Canadian truce team with the International Control Commission—the first such appointment for a Royal Canadian Navy doctor. He relieves F/L. J. L. J. M. Cote, RCAF, who is another native of Sillery.

Season's Greetings from Chief of the Defence Staff

Season's greetings were extended to the members of the Canadian Armed Forces and their families by Air Chief Marshal F. R. Miller, Chief of the Defence Staff, in the following message:

ON THIS the first Christmas of the new Canadian Defence Forces Headquarters, it is a particular privilege for me to extend the very best wishes for a full and happy Christmas to every Canadian sailor, soldier and airman and their families, wherever they may be serving.

I am confident that we in the Services will go forward into 1965 with a high resolve that our responsibility—the defence of Canada—will be met with all our dedication and energy.

Again, to all a Merry Christmas and a Happy New Year.

Surgeon Lt. St. Hilaire has served in medical appointments at HMCS *Shearwater* and on board the destroyer escort *Yukon*, where he was squadron medical officer for the First Canadian Escort Squadron at Halifax.

Officer Needs Subject of Study

Major-General W. A. B. Anderson, until recently the Canadian Army's adjutant-general, has been named head of a staff group which will conduct a study on the officer requirements of the Canadian Armed Forces, it was announced in mid-November by Hon. Lucien Cardin, Associate Minister of National Defence.

The study is the most exhaustive of its type ever conducted within the Department. Its aim is to determine the essential educational, training and other qualifications for various ranks and categories and, by relating these to educational and training costs, to produce an economically sound and effective personnel plan to meet the long-term officer requirements of the Armed Forces.

Other officers in the staff group are Commodore R. L. Hennessy, Air Commodore R. M. Cox and Colonel J. M. Houghton.

The group's findings and recommendations will be submitted to the Minister by May 1, 1965.

A similar study for other rank requirements will be conducted at an early date by the Personnel Branch of Canadian Forces Headquarters.

Russian Research Ships at Halifax

Two ships of the hydrographic service of the Soviet Navy arrived in Halifax Dec. 4 for a five-day replenishment period.

The ships were the *Polyus* and *Nikolaj Zubov*. They carry 25 naval officers and 220 civilians, including scientists.

The ships have been conducting hydrographic and oceanographic work in the western Atlantic.

For their stay in Halifax a program of scenic tours and visits of the area was arranged.

Captain Boggild CO of Provider

Captain Kai Hugh Boggild was appointed commanding officer of HMCS *Provider*, the Royal Canadian Navy's operational support ship, based at Halifax, effective Dec. 8.

He succeeds Captain Thomas Charles Pullen who was appointed to the staff



In a manner that typified the ship's operations, Captain T. C. Pullen, commanding officer of HMCS *Provider* since she was commissioned in September 1963, left the fleet replenishment ship on Dec. 7 by jackstay transfer and landed on Jetty One at Halifax without a bump on his way to take up an appointment at Canadian Forces Headquarters on the Staff of the Chief of Operational Readiness as Director of Maritime Operations. (HS-76893)

of the Chief of Operational Readiness at Canadian Forces Headquarters as Director of Maritime Operations effective Dec. 12.

Captain Boggild was born in Norfolk, England, Nov. 2, 1920, and moved to Canada with his family in 1928. He entered the Navy as an ordinary seaman in September 1940 and was commissioned as a probationary sub-lieutenant in May 1942. He transferred to the regular force in October 1945.

Since the war, Captain Boggild has served on both coasts and at Naval Headquarters. In August 1957 he was appointed in command of HMCS *Reso-*

lute (coastal minesweeper) with the additional appointment of Commander, First Canadian Minesweeping Squadron. He later took command of HMCS *St. Croix* (destroyer escort) when the ship commissioned at Sorel, Que., in October, 1958. He has been serving on the staff of the Chief of Operational Readiness.

Captain Pullen was born in Oakville, Ont., May 27, 1918, and entered the Royal Canadian Navy as a cadet in 1936.

After early training in the Royal Navy, he joined HMCS *Assiniboine* (destroyer) at the outbreak of the Second World War. He became a gunnery

specialist and, as executive officer, survived the torpedoing of the destroyer *Ottawa* in September 1942. Later he was executive officer of the destroyer *Chaudiere* and then commanded HMCS *Saskatchewan* (destroyer) before the war's end.

In addition to staff and shore appointments in postwar years, he commanded the destroyer *Iroquois* and the frigate *La Hullose*. He was in command of HMCS *Huron* in the Korean war theatre and for part of this period was Commander Canadian Destroyers Far East.

He commanded the Arctic patrol ship *Labrador* on her 1956 and 1957 voyages to the Arctic after which he attended the Imperial Defence College and then became executive officer of HMCS

Niobe, RCN establishment in London, England.

He commanded HMCS *Shearwater*, RCN air station, from July 1960 to October 1962, at which time he was appointed to stand by the *Provider* during her final stages of construction at Lauzon, P.Q. Captain Pullen took command of HMCS *Provider* on her commissioning in September 1963.

Six Promoted To Commander

Six officers of the Royal Canadian Navy have been promoted to the rank of commander from lieutenant-commander, it was announced by Canadian Forces Headquarters. They are:

Cdr. Robert L. Hughes, Ont., officer-in-charge of the Operations and Weap-

ons Division, Fleet School, HMCS *Naden*.

Cdr. J. W. Fisher, Service Conditions and Welfare Officer in the Atlantic Command, Halifax.

Cdr. George McMorris, Chief Staff Officer (Plans) to the Maritime Commander Pacific, Esquimalt;

Cdr. John L. Cohrs, Canadian Forces Headquarters, Ottawa;

Cdr. N. R. Banfield, Staff Officer (Electrical) to the Naval Member, Canadian Joint Staff, Washington, D.C., and

Cdr. John A. Williams, officer-in-charge of the Academic Division Fleet School, HMCS *Stadacona*, and Staff Officer Academic Training to the Commodore Personnel Atlantic Coast, Halifax.

RCN SHIPS SEARCH STORMY SEAS

A SUDDEN WINTER STORM shrieked over the Canadian Atlantic seaboard at the beginning of December leaving in its wake marine disasters large and small. The Royal Canadian Navy figured prominently in the search and rescue for this, the biggest storm in the history of seafarers "down east".

The storm dumped up to 20 inches of snow in New Brunswick and more than three inches of rain in Nova Scotia. Winds gusted close to 100 miles an hour and waves built up to 50 feet.

Just before the storm broke, the destroyer escorts *Terra Nova* and *Gatineau* quelled a fire in the fishing vessel *Primo* on the night of Nov. 30 about 25 miles east of Halifax. One crewman had been trapped and died in the fire but the *Terra Nova* took off five survivors from the Lunenburg-based *Primo* and brought them to Halifax. Ten others remained with the fishing vessel, which was towed to port.

Air Chief Marshal F. R. Miller, Chief of Defence Staff, commented on the rescue in the following message to the Maritime Commander, Atlantic Rear-Admiral W. M. Landymore:

"The manner in which the forces under your command answered the distress call of the trawler *Primo*, were directed to the scene by air-sea co-operation, extinguished the fire on board the trawler and transported the injured man to Halifax reflects great credit on the Canadian Armed Forces. Congratulations to all who took part in the operation on a job well done."

Hard on the heels of the *Primo* affair, the *Gatineau* and *Terra Nova* plunged through heavy seas in the Cape Sabel

area, seeking the two-man lobster vessel *Jane and Judy*. The ocean escort *Cap de la Madeleine* later joined other ships in the search for the boat and at one time 16 RCN and RCAF aircraft were in the search for the lobsterman and others. The *Cap de la Madeleine* found the lobster boat overturned on the Roseway bank off Yarmouth on Dec. 3 but there was no sign of the two crewmen.

Rear-Admiral W. M. Landymore, Flag Officer Atlantic Coast, announced to the ships and RCN-RCAF air elements that the *Cape Islander* had been located, capsized with no sign of life, by the *Cap de la Madeleine*, and ended his message with these remarks:

"Although the conclusion of the search is not a happy one due to the apparent loss of life, ships and aircraft that participated in the search are to be congratulated on a task conducted in the true traditions of the sea and air and for the most part under the most appalling weather conditions. Well done."

The *Cap de la Madeleine* also joined the search for the 138-foot trawler *Acadia Sea Hawk*, out of Mulgrave, N.S., with 14 persons on board and Navy aircraft continued in the aerial force fanning out over the abating seas. On Dec. 7 the *Swansea* was diverted to relieve the *Cap de la Madeleine* but found only debris in the water about 80 miles southwest of Sable Island. There was debris, too, 200 miles east of Canso, N.S., where the 82-foot dragger *Marie Carole*, out of Grindstone, Magdalene Islands, was feared to have gone down with her crew of five.

The search involved Navy and RCAF planes, along with RCN, Coast Guard,

survey, merchant and fishing vessels, and was described by the RCAF Search and Rescue Co-ordination Centre as "the largest conducted in Canadian waters in recent memory."

Naval aircraft from *Shearwater* were airborne looking for the Liberian freighter *Fury*, which ran aground near Wedge Island some 95 miles east of Halifax. They found all 18 crew members of the 3,500-ton freighter scrambling off the reef to safety ashore. The Greek freighter *Arios Nicolas III* went aground at Sea Cow Head near Summerside, P.E.I. The 28 crewmen in the 3,500-ton freighter were safe.

The West German freighter *Elisabeth Schulte*, anchored a mile off Cape Blomidon, had her 1,100 tons of lead concentrate shift, giving the 2,285-ton ship a list of 20 degrees. She too had to call for help. She was able to move to a safe haven, however.

In Charlottetown harbour, the 12,744-ton Norwegian tanker *Belfast* went aground on a mudbank and had to pump out part of her cargo after the storm to work free.

An estimated \$1 million worth of lobster traps along the Nova Scotia coast were destroyed and, near Yarmouth, a \$40,000 dredge sank after being broken from its moorings. At the Royal Nova Scotia Yacht Squadron a 50-foot, \$100,000 yacht was driven ashore. A British freighter, radio and radar knocked out in the storm, turned up in Sydney, N.S., a day and a half overdue. From here and there, word trickled back in of fishing vessels in far worse shape limping back into ports along the seaboard, but they made it in spite of Nature's wild outburst.

EXERCISE YEOMAN

CANADIAN LAND, sea and air forces, in conjunction with ground defence units of the U.S. Marine Corps at Argentia, Newfoundland, took part in an exercise centred on the U.S. Navy base at Argentia Oct. 25 to Nov. 8.

The exercise, designated "Yeoman", was scheduled by Rear-Admiral Jeffrey V. Brock, then Canadian Maritime Commander Atlantic, and Lieutenant-General R. W. Moncel, former General Officer Commanding Eastern Command, with the co-operation of Admiral H. P. Smith, Commander-in-Chief, U.S. Atlantic Fleet. Admiral Brock directed the exercise.

Exercise Yeoman was the third in a series of exercises designed to train regular units of the Canadian Navy, Army and Air Force in the Atlantic Provinces in certain aspects of combined operations. The first in the series, Exercise Boatcloak, was held in December 1963.

The exercise provided an opportunity for co-ordinated control of military forces for the purpose of defending Canadian territory and the facilities of the U.S. Naval base at Argentia. It also introduced participation by the Royal Canadian Mounted Police in operations of this nature.

The U.S. Marine Corps detachment at Argentia, which provides base security, conducted a concurrent internal security exercise, designated "Exercise Counterpart", in support of the Canadian operation.

Ten ships of the RCN's Atlantic Command and about 450 Army personnel from the Third Canadian Infantry Brigade Group at Gagetown, N.B., took part in the exercise.

Army personnel were embarked on board ocean escorts of the Seventh and Ninth Escort Squadron on Oct. 29. Units involved were HMC Ships *Fort Erie*, *Inch Arran*, *New Waterford*, *Victoria-*



The Navy gives the Army a lesson in ship-board gunnery. (HS-76524-13)

ville, *Cap de la Madeleine*, *La Hulloise*, *Buckingham*, *Outremont* and *Lanark*.

HMCS *Provider* earlier sailed for Saint John, N.B., where she embarked more than 100 vehicles and their drivers, then departed to rendezvous with the ocean escorts off Halifax.

The ships arrived at Argentia Nov. 1 and immediately began unloading. Army personnel then took up positions along the perimeter of the U.S. base.

Two RCAF T-33 jet aircraft provided air support for the Army force. An Army helicopter provided spotting and reconnaissance assistance.

Hon. Lucien Cardin, Associate Minister of National Defence, accompanied by Lt.-Gen. J. V. Allard, Chief of Operational Readiness, Air Commodore C. G. Ruttan, Director General Operations, Brigadier H. E. T. Doucet, executive assistant to Mr. Cardin, and other observers from Canadian Forces Headquarters visited the exercise area.

The minister and his party were escorted on a tour of the exercise facilities by Rear-Admiral Brock and Major-General G. A. Turcot, General Officer Commanding, Eastern Command.

Chief controller for the exercise was Commodore J. C. O'Brien, Senior Canadian Officer Afloat (Atlantic), who had his headquarters in a bunker base which was dubbed "Der Scruffenbunker," and was identified with a large sign at the entrance and featured German music inside.

Army personnel taking part in the exercise were under the command of Lt.-Col. M. L. A. Chabot, acting commander of 3 CIBG and officer com-



Rear-Admiral Jeffrey V. Brock, then Flag Officer Atlantic Coast, followed by Air Commodore C. G. Ruttan, Director General Operations, and Major-General G. A. Turcot, General Officer Commanding Eastern Command, trudge uphill to the defence force control headquarters outside the U.S. Naval Base at Argentia, Newfoundland, during Exercise Yeoman.



HMCS Provider with army equipment on board. (HS-76524-20)



Hon. Lucien Cardin, Associate Minister of National Defence, and his official party make their way to the control headquarters of friendly "Blue-land" forces during Exercise Yeoman, which was centered on the U.S. Naval Base at Argentia, Newfoundland.

manding the 1st Regiment Royal Canadian Horse Artillery.

The 1st Regiment, Royal Canadian Horse Artillery, supplied a full field battery, less guns and headquarters staff, with the 1st Battalion, the Black Watch, providing an infantry company.

The 2nd Field Squadron, Royal Canadian Engineers, and the 3rd Signals Squadron, with supply staff from the 3rd Brigade Service Battalion, made up the remainder of the Army component.

The main objective of Exercise Yeoman was to transport by sea sufficient Army personnel and equipment to practise protection of military installations in certain Canadian areas.

Other objectives were to practise the Army forces and ships in problems of naval logistic support of land forces; problems associated with loading and unloading; approach and landing, and tactical employment of air support, including photo reconnaissance.

For purposes of the exercise, the Avalon Peninsula of Newfoundland was designated "Blueland".

A year ago, according to the program of the exercise, Blueland enacted a 30-mile fishing limit in its offshore waters from which Orangeland had traditionally done most of its fishing. Orangeland had attempted without success to plead its case before the United Nations.



A light snowfall added to the realism (and discomfort) of Exercise Yeoman. (HS-76524-52)

Blueland maritime patrol forces were recently instructed to check more closely for infractions of the new limit, which, in turn, triggered more flagrant violations. The Orangeland fishing fleet had

been growing in size and concentrating its operations just off the south and east coasts of Blueland.

In the last several weeks more and more reports of Orangeland trawlers being sighted close inshore in various bays and inlets led to an increasingly anxious situation.

No reported landings had occurred but it was considered very likely that minor clandestine raiding parties might well be put ashore on nuisance raids in an attempt to bring the whole question of fishing rights to a head.

The U.S. Naval Base at Argentia, being the major military target, was considered the most attractive and available target for such raids.

The Blueland government had directed that prudent measures be taken and the Maritime Commander Atlantic established a force to meet the situation.

For the exercise, the force consisted of about 30 officers and men from the 3rd Canadian Infantry Brigade Group, who were transported and landed by RCN auxiliary vessel. This raiding party was to attempt to work its way overland and sabotage the U.S. Naval station at Argentia. This force also included an RCN diving team and a tender.

The defence forces were joined by 175 U.S. Marines and USN personnel who took to the field to work in co-operation with Canadian land, sea and air forces.



Hon. Lucien Cardin, Associate Minister of National Defence, followed by Major-General G. A. Turcot, General Officer Commanding Eastern Command, emerging from a briefing in the Scruffenbunker—the exercise Yeoman control centre. The name "Scruffenbunker" was explained by Commodore J. C. O'Brien, Senior Canadian Officer Afloat (Atlantic) and senior controller for the exercise. The label derives from a Navy nickname of long standing.

On completion of the exercise, Major-General Turcot sent the following message to Canadian and U.S. forces who participated:

"Congratulations to all ranks on the successful completion of Exercise Yeoman.

"As one of my first duties as GOC Eastern Command it was a pleasure to visit this combined operation and to see the enthusiastic spirit of this third in a series of joint exercises which are pro-

viding rewarding and worthwhile training. Much valuable experience has been gained and many valuable lessons have been learned for future combined operations exercises.

"Much of the successful exercise setting and development was due to the spirited co-operation of the U.S. forces and I would like to thank and congratulate them on their performance.

"Once again, my congratulations on a job well done."

CANLEX '64

THE NORTHERN TIP of Vancouver Island was "invaded" during the first week of November by members of Canada's three armed forces, including units from Victoria, Comox, Chilliwack, Rivers and Calgary.

The three-service exercise, labelled "Canlex 64", saw the First and Second Battalions of the Queen's Own Rifles of Canada (of Victoria and Calgary respectively) transported to the rugged island area in four ocean escorts of the RCN's Pacific Command. Aircraft of the RCAF, from stations at Comox, on Vancouver Island, and Rivers, Manitoba, were used to transport the Calgary army personnel to and from the West Coast, and to serve requirements in the exercise area. Also participating were personnel of 3 Field Squadron, Royal Canadian Engineers, from Chilliwack.

Under the overall direction of Major-General J. M. Rockingham, General Officer Commanding Western Army Command, Canlex 64 was designed to test inter-service operations and prepare personnel for co-ordinated action in such rough terrain.

Assisting in the direction of the exercise were Rear-Admiral M. G. Stirling, Flag Officer Pacific Coast, and Air Commodore R. C. Weston, Deputy Maritime Commander Pacific, senior air officer of the Pacific coast.

Focal point of the exercise was an RCAF radar station, located in the heavily wooded and mountainous region at the northern tip of Vancouver Island.

As Canlex unfolded, "enemy" forces captured the radar site. To the "friendly" force fell the task of reclaiming the target. It was a gruelling job. Rain was heavy and almost continuous. Soldiers had to fight their way through dense underbrush, or slog along rough and treacherous logging roads. It presented compounded challenges in such activities as embarkation drills, communications, naval fire support, aerial reconnaissance, small boat landings, and maintenance of supply lines.

The soldiers used FN rifles, .30 calibre machine guns and sub-machine guns. Thunder flashes were used to simulate grenade explosions.

Support fire for the troops was provided by the ocean escorts; T-33 jets of the RCAF simulated air-to-ground strafing operations.

Nearly 500 Navy, 200 Army and 50 RCAF personnel participated in Canlex 64, the first large-scale tri-service exercise in Western Canada since integration of the armed forces was announced.

The Second Battalion of the QOR of C (enemy force) was under the command of Captain Neil C. Pearce, member of the Queen's Own Buffs, of Churt, Surrey, England, on exchange with the "Queen's Own" for two years in Calgary.

In command of the First Battalion, with headquarters at Work Point Barracks, Victoria, was Major Charles Belzile.

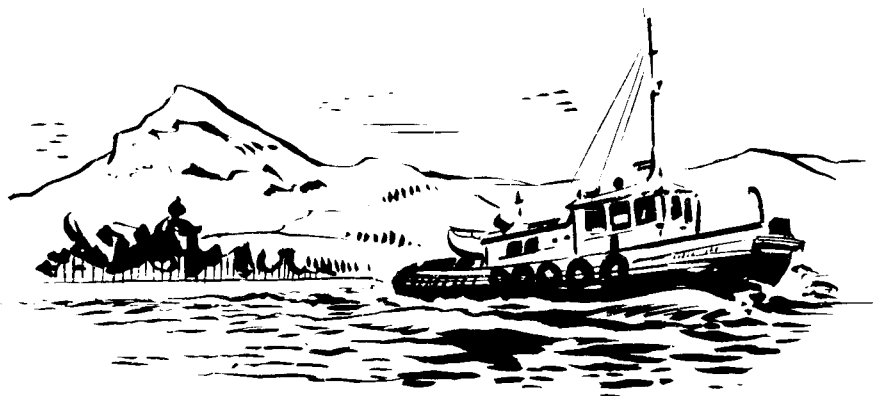
The exercise got under way through Oct. 30-31 when HMC Ships *Jonquiere*, *Sussexvale*, *Stettler* and *Antigonish*, all units of the RCN's Fourth Canadian Escort Squadron based at Esquimalt embarked the troops at Esquimalt and Patricia Bay.

When not engaged in providing supplies or naval gun-fire support, the naval ships conducted manoeuvres in the adjacent Scott Islands area.

With both friendly and enemy troops embarked, the warships returned to Esquimalt Harbour on the late afternoon of Nov. 5.

As a fitting climax to the exercise, a return salute to the incoming ships was given by the senior officers of the three services in Western Canada: Rear-Admiral Stirling, Major-General Rockingham and Air Commodore Weston. They stood side by side on the saluting base overlooking the approaches to the naval base.

The naval band of HMCS *Naden* provided a musical welcome as the ships secured at their jetties in HMC Dockyard.



OFFICERS AND MEN

Centre Marks 10th Anniversary

Victoria's Armed Services Centre celebrated its 10th anniversary at the annual directors' luncheon on Oct. 20.

The luncheon was held in the ward-room mess of HMCS *Naden* and Lieutenant Governor George Pearkes, VC, was the guest of honour.

The chief aim of the centre is the integration of sailors, soldiers and airmen with community life. It provides a meeting place where servicemen can entertain civilian friends in a pleasant, informal atmosphere.

It is equipped with recreational facilities, a lounge, canteen, lockers and shower room. There are desks and writing materials and an array of comfortable and brightly coloured chairs.

Servicemen can watch TV, play cards or cribbage, entertain friends and keep their civilian clothes in lockers for a nominal fee.

"We believe the centre contributes a great deal to the excellent relationship existing between members of the armed services and citizens at large," says E. E. Pearlman, QC, president.

The luncheon was also a farewell to Rear-Admiral W. M. Landymore, then Flag Officer Pacific Coast, who was being transferred to Halifax as Flag Officer Atlantic Coast.

"We all appreciate his tireless leadership and effort in promoting co-operation and understanding between the services and the community," wrote Rear-Admiral J. C. Hibbard, RCN (Ret), an executive director of the centre.

RCN Officer Has Share in Rescue

For their rescue work in hoisting eight persons from the stricken Norwegian tanker *Stolt Dagali* on board their helicopter, two members of the U.S. Coast Guard and a Canadian naval officer received a "certificate of meritorious service" from the Sons of Norway, Long Island zone, on Dec. 3.

The presentation was made during an inspection ceremony at the U.S. Coast Guard air station, Floyd Bennett Field, Brooklyn, by Kjewel W. Pettersen, general chairman of the Sons of Norway.



This was Shearwater's own Trans-Canada Hit Parade during the football season, Wrens Patricia Hucul (Vancouver), Beverly Morris (Toronto) and Gerry Katelnikoff (Regina), in the top row, and Wrens Roberta Ollitt (Victoria), Margaret Diplock (Edmonton) and Sharon McKay (Harding's Point, N.B.) in the lower row.

The helicopter which effected the rescue was piloted by Lt. Walter E. (Mike) Mason, Jr., USCG, of Massapequa Park, N.Y., with Sub-Lt. James L. Lewis, RCN, from Grand Forks, B.C., as co-pilot. The Coast Guard aircrewman was Aviation Structural Mechanic Second Class Eugene G. Brauer, of East Meadow, N.Y.

Although one Norwegian seaman was dead on arrival at the Point Pleasant, New Jersey, hospital, the helicopter had the distinction of rescuing the greatest number of survivors, seven, in the dis-

astrous collision between the Israeli luxury liner *SS Shalom* and *MV Stolt Dagali*.

Lt. Mason took off with his helicopter about 5.15 am. It was still only twilight when he arrived on the scene and saw a U.S. Navy helicopter hoisting survivors from a swamped lifeboat. The Coast Guard helicopter then moved into position and hoisted two persons aboard, one apparently dead, the other in a state of shock and hysteria. Sub-Lt. Lewis had to help Crewman Brauer pry the fingers of the hysterical seaman loose from the rescue basket.

Because of the man's condition, the helicopter flew directly to the hospital and then back to the bow section of the tanker and removed six Norwegian seamen—a load that it was only possible for the helicopter to carry because its fuel was running low.

The survivors were flown to the naval air station at Lakehurst, N.J., where the helicopter was refuelled. The search was resumed but the malfunction of a fuel pump forced the machine to return to its home station after a total of seven hours on the rescue mission.

Sub-Lt. Lewis reported to the Coast Guard air station last May as a participant in an aircraft pilot training program arranged between the U.S. and Canadian governments.

Ships Pay Visits To Vancouver

Seven ships of the Pacific Command were in Vancouver during late November in connection with routine training exercises.

Six ocean escorts of the Fourth Canadian Escort Squadron were at the mainland city from noon Friday, Nov. 20, until the following Sunday morning. They were HMC Ships *Sussexvale*, *Beacon Hill*, *Jonquiere*, *New Glasgow*, *Antigonish* and *Stettler*. Under Captain E. P. Earnshaw, squadron commander, the ocean escorts returned to Esquimalt on Sunday afternoon, Nov. 21.

Also in Vancouver was the destroyer escort HMCS *Ottawa*, commanded by Cdr. J. P. Cote. The ship left Esquimalt on Nov. 19 and was in Vancouver for two days.

New Captain for Cap de la Madeleine

Lt.-Cdr. Francis J. P. French has taken command of the ocean escort *Cap de la Madeleine*, based at Halifax. He was previously in command of a sister ship, the *Lanark*.

Sailors Fail In Rescue Bid

Last summer saw two young sailors from HMCS *Bonaventure* participate in a courageous but unavailing attempt to rescue a drowning man in Halifax harbour.

AB Robert Marshall and AB John Gladden were on a flight deck of the carrier, secured near the Halifax end of the Angus L. Macdonald bridge, when they heard a splash and learned that a man had fallen from the bridge.

The sailors ran down three decks, shedding excess clothing as they went,



AB R. MARSHALL



AB J. GLADDEN

and dropped into the harbour. They swam a quarter of a mile before they found the man floating in the harbour, apparently unconscious. Marshall who has a bronze medal in life-saving, grasped the man by the head and Gladden helped to support him.

The naval fire tug came to the scene and lifted the man on board. A naval ambulance took him to the Canadian Forces Hospital, but he was found dead. He was identified as a resident of Parrsboro, N.S.

The two seamen returned to their ship thoroughly chilled. Water temperature of the harbour that day was 46°F.

Course Officers Visit Canada

Thirteen senior naval officers from 12 nations toured Canadian naval and commercial installations from Oct. 16 to 23.

The officers are taking a United States Navy supply management course for senior foreign officers in Washington, D.C. Purpose of the course is to acquaint officers from other nations with USN supply methods. A visit to Canada is regularly included in the course itinerary.

Countries represented are Belgium, Brazil, Canada, Republic of China, Denmark, Federal Republic of Germany, Japan, Korea, the Philippines, Spain, Turkey and Viet Nam.

Officer Dined At Cornwallis

On the last day of his 23 years of service with the medical branch of the RCN, Lt.-Cdr. Thomas A. Kadey was tendered a mess dinner at HMCS *Cornwallis* on Sept. 3. Lt.-Cdr. Kadey, a medical administrator, will be released on March 22, 1965.

He joined the RCNVR in 1941 at HMCS *Tecumseh*, the Calgary naval division, as a probationary sick berth attendant and transferred to the RCN in December 1945. Since then he has served in establishments from St. John's,

Nfld., to Victoria, B.C. His last appointment was as medical administrator at the hospital at *Cornwallis*.

Naval personnel who have served in those localities will remember Lt.-Cdr. Kadey as organist in the naval chapels at Victoria, Halifax and *Cornwallis*. His great interest in music and choral work also led to his participation in musical shows in various parts of Canada.

Personnel Post to Commodore Edwards

Commodore Gordon C. Edwards has been promoted to that rank and appointed to succeed Commodore Ralph L. Hennessy as Commodore Personnel Atlantic Coast with headquarters at HMCS *Stadacona*, Halifax.

Commodore Hennessy has been appointed to Canadian Forces Headquarters in Ottawa.

Commodore Edwards, who for the past two years has been commanding officer of RCN Air Station *Shearwater*, has been succeeded by Captain D. H. Patrick Ryan, who has been promoted to that rank. Captain Ryan commanded the destroyer escort *Kootenay*, based at Halifax, for the past two years.

Rotarians Visit Royal Roads

Some 20 members of the Chemainus Rotary Club toured the Canadian Services College, *Royal Roads*, on the evening of Oct. 28.

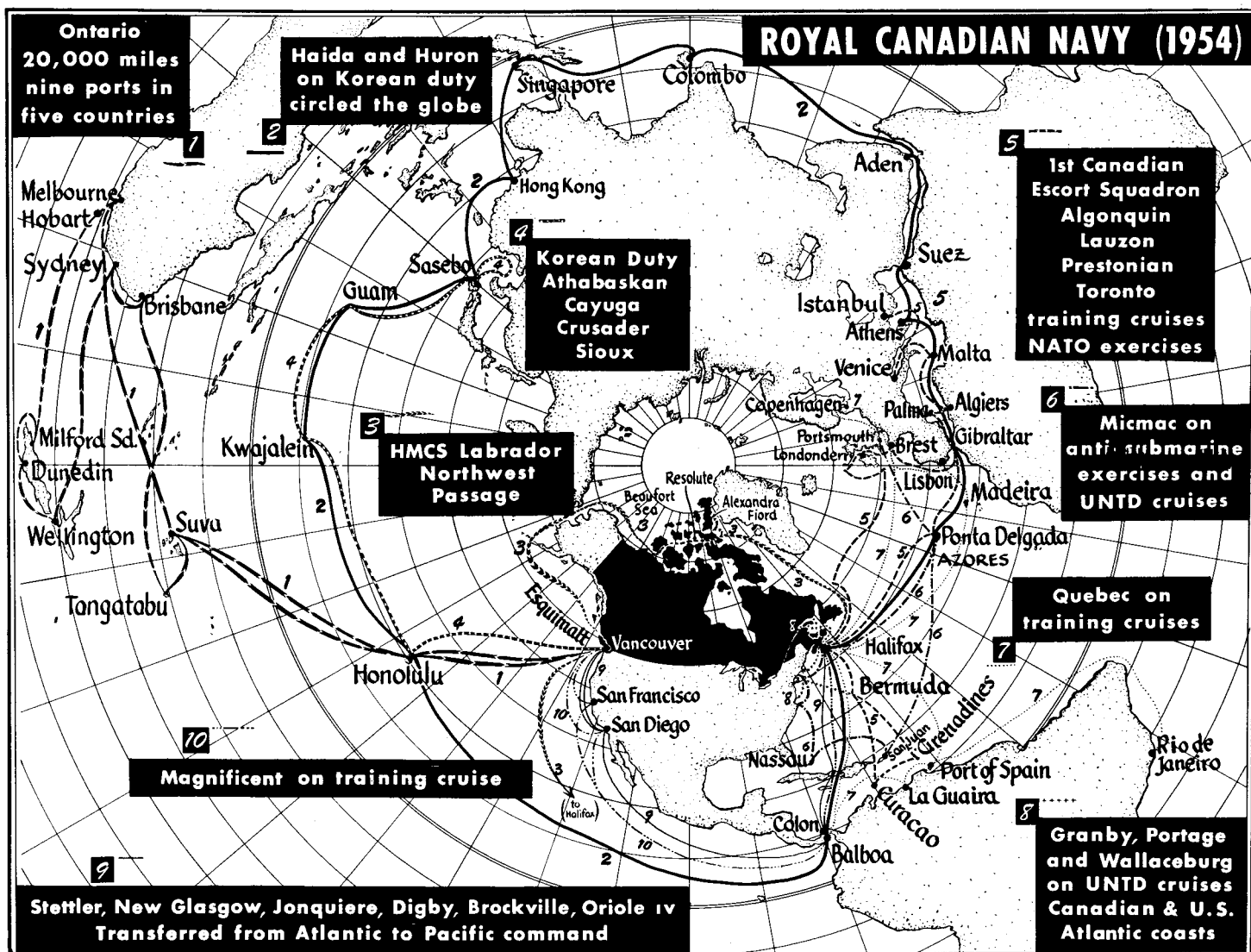
During the tour the Rotarians visited the various academic and athletic facilities of the college, as well as the castle where the college administration offices are located.

Rank Confirmed For Commodore

Acting Commodore J. W. Goodchild, Senior Naval Officer, Toronto Area, was confirmed in rank Nov. 1. He held the acting rank from taking up the appointment in June 1962.

Commodore Goodchild joined the former RCNVR in 1941 as a writer and was commissioned in 1942. Demobilized in 1946, he graduated in law from Toronto's Osgoode Hall in 1949 and entered the active list of the RCNR at HMCS *York* two years later. By July 1958 he was in command of the Toronto naval division.

In 1962 he succeeded Commodore R. I. Hendy as Senior Naval Officer, Toronto Area, and was granted the acting rank of commodore on taking up the new appointment.



THE POSTWAR evolution of the Royal Canadian Navy is illustrated—and a certain amount of nostalgia may be aroused—by the accompanying chart, which shows the far-ranging activities of the fleet 10 years ago.

Then the RCN had two training cruisers, HMC Ships *Ontario* and *Quebec*, which roved the world on training and goodwill missions. That was the year that HMCS *Labrador* became the first big ship to complete the Northwest Passage. She also circumnavigated the North American continent.

Although the guns had ceased to fire on July 27, 1953, Canadian destroyers were still patrolling Korean waters. Six saw service there that year and two of them, the *Haida* and *Huron*, returned home by way of Suez to encircle the globe.

Seven ultra-modern destroyer escorts were a-building for the RCN, but it was not until the autumn of 1955 that the first one, HMCS *St. Laurent*, was commissioned and another eight years before she was converted into a helicopter-carrying submarine hunter—the next step in the Navy's evolution.

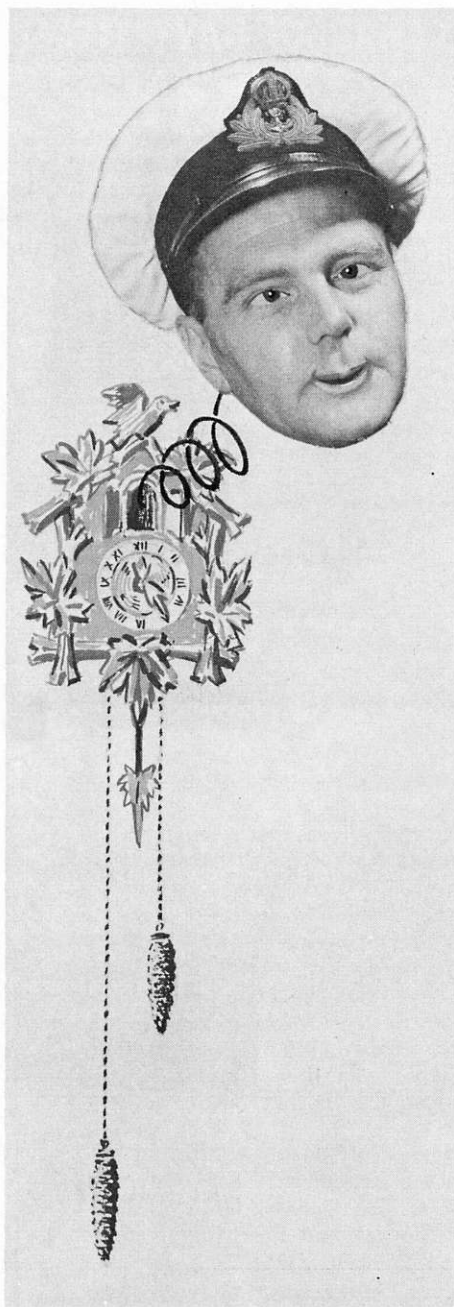
Two dozen ships are named on the drawing. Of these, only six fighting ships and one training vessel

remain in service—evidence of the modernization the fleet has undergone in the past decade. Still with the RCN are the *Algonquin*, *Athabaskan*, *Granby*, *Jonquiere*, *New Glasgow*, *Stettler* and the little training yacht *Oriole*.

Excellent training ships though they were, the cruisers *Ontario* and *Quebec* did not meet the operational requirements of the new anti-submarine navy and did not long survive the coming of the new destroyer escorts.

The *Labrador*, perhaps the finest Arctic research vessel afloat, proved a luxury to the new Navy and, to help the RCN meet the manning requirements of its new ships, was transferred to the Department of Transport, with which she still serves.

The Tribals which were on the go in 1954 did a little better, serving throughout most of the ensuing decade. But now only the *Athabaskan*, the youngest of the class and completed in 1948, remains in service. One of the most famous of the RCN's fighting ships, HMCS *Haida*, was paid off in 1963 and acquired by a group of admirers. She is being preserved as a memorial at Toronto.



THE NEXT TIME Charlie Jessop wants a cuckoo clock he can go to their Vaterland and get one from the elves in the Black Forest.

It happened in Tokyo. Charlie (that's Lt. Charles Jessop) was up to his ears in paperwork, nothing new for the busy secretary to the squadron commander.

His ship, the *Fraser*, with HMCS *Mackenzie*, was on the fourth and final day of a visit to the great capital of the Land of the Rising Sun. Four months earlier he had promised his wife he would return from the Far East with a cuckoo clock. Tokyo was his last chance. From there the two destroyer-escorts would steam for their home base at Esquimalt.

CUCKOO! CUCKOO!

How Not to Buy a Clock

The last afternoon. No cuckoo clock. Time was running out. And Charlie very busy. He had heard I was going ashore on business and mentioned his problem. Sure. No problem, I'd be glad to help.

Me and my big mouth.

Some time ago son Rick shared vital knowledge: "Two things are almost impossible, Dad," he advised, "getting toothpaste back into the tube and making a worm stand up on end."

Now I can add to that list. It is also impossible to get a cuckoo clock in Japan—when you don't speak a word of Japanese and the people in the shops don't understand a word of English.

Scene one: It was a large department store, one of many in Tokyo. I had found the watch and clock department, but there was no visible evidence of the cuckoo variety. First one young lady, then another. Hopeless. They beckoned an elderly man to the counter. I tried to get the message over.

Cuckoo! Cuckoo! I pointed to my wrist watch. Cuckoo! Cuckoo! Used a hand to demonstrate a bird popping out of a clock (my head), and opening and shutting it like the beak of a bird. The elderly man just looked with mixtures of doubt and utter fascination. And grinned. Other sales personnel and some other customers started to cluster around us. I didn't have to wonder what they were thinking. It was all pretty obvious. They too were all grinning.

Finally the elderly man at least latched onto the word. "Cuckoo," he said, with apparent pride. He repeated the new-found word with ever-increasing grins.

I relaxed. Maybe this was it. I'd get the clock after all.

Not so. On a small piece of wrapping paper he put down some Japanese words, or symbols, or something, then led me to the door and pointed down the street. He was saying something like "Cuckoo, cuckoo" as he returned to his counter.

Scene two: A small shop nearly two blocks away, with windows full of souvenir-type things. Hopeful of victory here, I marched in and confidently placed the piece of paper on the counter. A middle aged lady gave it some concentrated study. Then gave me some equally concentrated study. Then she started to laugh. What was written on that piece of paper, I don't know, but my suspicions were running high. With hopes on that magic piece of paper completely dashed, there wasn't much point in continuing the search there. I left.

Scene three: Another large department store some distance away, and which I had visited two days earlier and had remembered seeing clocks. Same routine. Same problem, I cuckoo'ed up and down the scale to the delight of all within sight and hearing. Went through the same ridiculous antics and got the same big grins in exchange.

Then a bright idea. On a piece of notebook paper I sketched a rough outline of what I was after. The bird in the drawing looked more like a sick duck, but it did the trick.

The young salesman beamed. I beamed. Everybody beamed. To me it was the start of National Beam Week in Japan. I got the clock. Mission accomplished.

Maybe, some day, our ship will return us to Japan. I'm going to ask Charlie to get me a fly-swatter.—R.W.



NEW SURGEON GENERAL

SURGEON REAR-ADMIRAL Timothy Blair McLean, Surgeon General of the Armed Forces since January 1960, proceeded on retirement leave on Oct. 7.

He was succeeded by Rear-Admiral Walter J. Elliot, Deputy Surgeon General (Personnel and Treatment Services), who was promoted to his present rank on taking up his appointment.

SURGEON REAR-ADMIRAL TIMOTHY BLAIR McLEAN, CD, RCN

Surgeon Rear-Admiral T. Blair McLean was born on a homestead near Legal, Alberta, on September 29, 1910. His family moved shortly afterward to Edmonton, where he attended public and high school and the University of Alberta, from which he obtained his medical degree.

Admiral McLean entered the RCNVR in September 1929 and served continuously in the naval reserve for the next 10 years. At the outbreak of the Second World War he was called to active service as a surgeon lieutenant.

During the early part of the war he served as medical officer in the destroyers *Ottawa*, *Saguenay*, *Fraser* and *Margaree*, surviving the sinking of the latter two. His services at the time the *Fraser* was lost were recognized with a mention-in-dispatches. For the balance of the war he served in various medical appointments ashore and as Principal Medical Officer of HMCS *Uganda* (cruiser).

In October 1945 Admiral McLean transferred to the regular force with the acting rank of commander. He was appointed Principal Medical Officer of the RCN Hospital at Esquimalt in March 1947 and in July was confirmed as a commander. In October 1948 he was appointed Command Medical Officer, Esquimalt.

Surgeon Rear-Admiral McLean began two years of further surgery training at the U.S. Naval Hospital, San Diego, California, in August 1950, after which he was appointed Deputy Medical Director at Naval Headquarters.

Two years later he returned to the west coast as Principal Medical Officer of HMCS *Naden* and Command Medical Officer.

He took up the appointment of Medical Director General of the RCN in September 1958. He was appointed Surgeon General of the Armed Forces and promoted to the rank of Surgeon Rear-Admiral in January 1960.

In April 1960 he was appointed Honorary Surgeon to Her Majesty, Queen Elizabeth II.

SURGEON REAR-ADMIRAL WALTER J. ELLIOT, CD, RCN

Surgeon Rear-Admiral Walter J. Elliot, CD, RCN, was born in Harrison Hot Springs, B.C., on Jan. 12, 1914. He studied medicine at Queen's University, Kingston, and graduated in 1937. Following his internship in the Kingston and Vancouver General Hospitals, he practised in Chemainus and Golden, B.C.

He was appointed ship's surgeon in the *Empress of Canada* in October 1939 and held this post until he entered the Royal Naval Volunteer Reserve in London, England, in July 1940.

He served as medical officer in Royal Navy escort ships on the North Atlantic until June 1942, when he transferred to the RCNVR and was appointed to HMCS *Naden*.

Admiral Elliot took post graduate training at the Sick Children's Hospital, Toronto, from October 1943 to July 1944 and for the balance of the war served in naval hospitals in Halifax, *Cornwallis*, Newfoundland and Esquimalt.

He transferred to the regular force in January 1946 and subsequently held

senior medical appointments on the west coast and at Naval Headquarters, Ottawa.

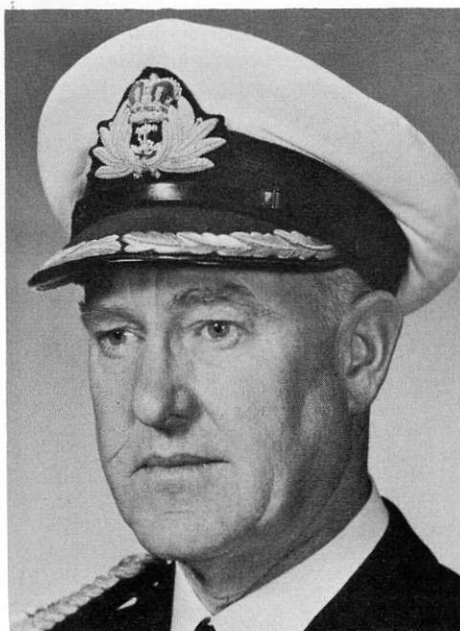
In July 1952 he was appointed for a two-year post graduate course in ophthalmology at the Philadelphia Naval Hospital, the University of Pennsylvania and Colby College. Following these courses, he was appointed Principal Medical Officer and ophthalmologist of the RCN Hospital in Halifax in September, 1954.

Two years later, he was appointed Principal Medical Officer in HMCS *Magnificent* and in March, 1957, became Principal Medical Officer in HMCS *Bonaventure*.

Rear-Admiral Elliot was appointed to the Venerable Order of Saint John of Jerusalem in the rank of Serving Brother in June 1957.

In December 1957 Admiral Elliot was appointed officer-in-charge of the Medical Branch School and ophthalmologist in the RCN Hospital at Esquimalt, with the acting rank of surgeon captain. He assumed the appointment of Principal Medical Officer and ophthalmologist of HMCS *Naden* and on the staff of the Flag Officer Pacific Coast as Command Medical Officer in August 1958.

In August 1960 he was appointed Assistant Surgeon General (Professional) at the National Defence Headquarters Medical Centre, Ottawa. He was promoted to commodore in April 1961 and was appointed Deputy Surgeon General (Personnel and Treatment Services), at that time.



Surgeon Rear-Admiral Timothy Blair McLean (left), who had served as Surgeon General of the Armed Forces since January 1960, proceeded on retirement leave in October and was succeeded in the appointment by Rear-Admiral Walter J. Elliot.

TEN YEARS AGO, on Nov 1, 1954, the Royal Canadian Navy's utility aviation squadron VU-33 "took to the skies" to begin its life as the small but hard-working West Coast unit of Canada's naval air arm.

A decade is not a long time in comparison with the 54-year history of Canada's navy, but a 10th anniversary still merits some observance.

Naval aviation in Canada didn't really come into being until 1946, with the acquisition of the aircraft carrier HMCS *Warrior*, although it can be traced back to the closing year of the First World War when the Royal Canadian Naval Air Service was formed on the east coast to carry out anti-submarine operations. The end of the war brought these first stirrings to a close. During the Second World War, two Royal Navy escort carriers were manned by Canadians, and while the aircraft and their crews were mostly British, some Canadians were among them.

While Canadian naval aviation is barely 20 years old, VU-33 can lay claim to having contributed in no small way to developments in this little-known field of Canadian naval activity.

VU-33 was formed at Patricia Bay Airport, 20 miles north of Victoria, from what was known as VS-880 West Coast Detachment, VS-880 being one of two operational aviation squadrons based on the east coast.

The new squadron was under the command of Lt.-Cdr. Douglas Fisher, who was responsible for the activities of two AS-3 Avenger aircraft and 24 officers and men. In 1956, two years after the squadron was formed, an additional aircraft, a C-45 Expeditor, was added.

In 1957, Lt.-Cdr. R. A. Shimmin took command of the squadron, which by now had grown to four officers and 50 men. A noteworthy achievement of the year was the winning of the RCN Safe Flying Trophy.

The year 1959 saw the addition of three HUP-3 Vertol helicopters, the only aircraft of their kind in the RCN. In 1960, the three Avengers were retired and replaced by CS2F-1 Trackers, a new and much more versatile anti-submarine aircraft. At the same time, one T-33 Silver Star jet aircraft was acquired for use as a high-speed target-towing and radio-alignment aircraft.

The squadron, grown to five officers and 60 men, was by now commanded by Lt.-Cdr. A. J. Woods.

Lt.-Cdr. S. E. Soward was appointed in command of VU-33 in 1961, to direct the activities of three Trackers, two T-33s and three HUP-3 helicopters.

VU-33

The squadron's present commanding officer, Lt.-Cdr. A. A. Schellinck, took command in 1963 when squadron strength reached its present six officers and 68 men.

The squadron's HUP-3 helicopters were retired from duty in February 1964, but not without having chalked up some successful search and rescue missions in coastal areas of the province. It was a HUP that made the first landing on the deck of HMCS *Assiniboine*, the first of the RCN's post-war destroyer-escorts to be converted to "helicopter handling capability" with the addition of a landing platform and hangar.

VU-33 was originally formed to provide torpedo and weapons dropping facilities during proving trials at the RCN Underwater Weapons Range. While this is still one of the squadron's activities, the tasks have been expanded to include target-towing and gunnery-alignment for ships of the fleet, aerial photography, proficiency flying for fleet pilots, advanced flying training for newly commissioned naval aviators, and air familiarization courses for squadron personnel, and for officers and men of the surface fleet whose duties relate to joint air-sea operations. The squadron also takes part in search and rescue operations when required.

VU-33 is not an operational squadron, but is used for the role that its name implies—utility. The squadron's pilots are all experienced personnel who have seen service in operational squadrons on board the aircraft carrier HMCS *Bonaventure* with various types of aircraft. The utility squadron could form the nucleus of a fully operational squadron if the need arose.



VU-33 has an additional role not normally assigned to naval air squadrons. It provides the necessary administrative and maintenance to function as a naval air facility, handling about 800 visiting aircraft a year ranging in size from jet trainers and jet fighters to the huge four-engined Yukon and Argus aircraft of the RCAF.

The squadron's activities at Patricia Bay Airport are widely varied and there is plenty of work to be done at all times. But it is very true that all work and no play makes Jack a dull boy, so the squadron makes sure that it is well represented in the Pacific Command sports picture. The squadron participates regularly in baseball, basketball and hockey tournaments. There is also some intra-mural baseball, volleyball and pistol shooting. The squadron has its own curling club and a small fish and game club. The squadron's curling team placed second in the RCN bonspiel last winter in Ottawa.

In addition, squadron personnel are active in Little League activities and Boy Scout work in the Sidney and Victoria areas. The men of VU-33 also contribute well to charity; 76 per cent of all profits from the squadron canteen is turned over to named charities.

In Hong Kong, a young Chinese boy named Liu Chung Wai is supported by the squadron through the Foster Parents' Plan.

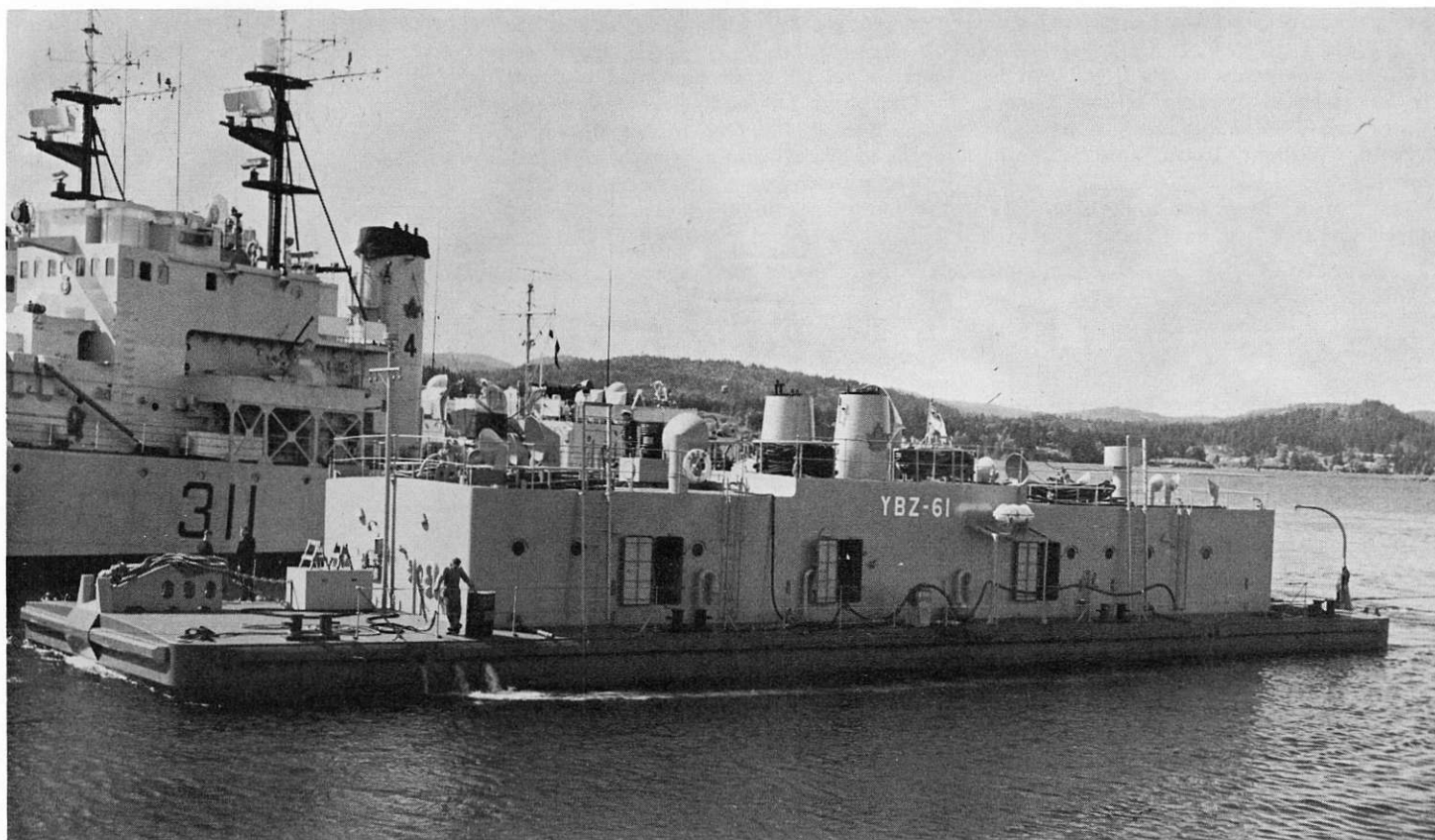
VU-33 plays its part in the Pacific Command safe driving campaign, with more than half the squadron personnel having taken the safe driving course at HMCS *Naden*. The private cars of all personnel of the squadron must pass inspection by the RCMP before air station gates passes are issued, and all vehicles must also be adequately insured.

The facilities of VU-33 are located on the west side of the Victoria International Airport and consist of a large hangar with excellent workshops, a supply building stocking items ranging from nuts and bolts to aero engines, and an administration building. Adequate mess facilities are available for all personnel and married quarters are located on West Saanich Road. In fact, most of squadron personnel live just minutes from the air base and aircraft can be airborne in short order when emergency situations arise.

The officers and men of VU-33 currently commanded by Lt.-Cdr. Anton A. Schellinck, are justly proud of their squadron, for its record to both the fleet and the community is commendable.

The squadron has a motto which sums up its capability:

"Finis Coronat Opus", which is translated: "The End Crowns the Deed".



Housemaid of the RCN's Pacific fleet, the YBZ-61 is, in effect, a huge vacuum cleaner whose job is to vent, clean and gas-free the fuel tanks and bilges of warships. She not only saves time, man hours and money, but makes a messy and unpleasant job much easier to tackle. The YBZ-61 is shown at work alongside the ocean escort Stettler. (E-76131)

HOUSEMAID OF THE FLEET

THE FLEET within a fleet—the “task force” of auxiliary vessels based at HMC Dockyard, Esquimalt—has a hard working, dollar-saving young member with the somewhat unglamorous name of “Barge YBZ-61”.

She is in effect a huge vacuum cleaner and her job is to empty, clean and rid of gas the fuel tanks and bilges of the destroyer escorts and ocean escorts of the RCN's Pacific Command during refit and repair. YBZ-61 is a welcome addition to the fleet of auxiliary vessels operated by the Queen's Harbour Master, because she not only saves time and man hours, thus saving considerable money, but she makes a messy and unpleasant job a lot easier to tackle.

The YBZ-61 accomplishes her job by first steaming out bilges and tanks, then washing them down with hot sea water mixed with a detergent, and sucking out the resulting sludge. Foreign matter, such as nuts, bolts and other loose objects are sucked up along with the sludge.

The sludge is carried by armoured hose into vacuum tanks on the barge, then drained into settling tanks where the oil and water separate by gravity.



Chief engineer on board the YBZ-61 is Percy Carr, shown at work on one of the control panels in the cleansing barge. Working with Mr. Carr is a crew of four men, made up of two oilers and two firemen. (G-74890)

The water can be further cleaned by putting it through an oily water separator before discharging it overboard. The remaining oil is sampled, and in most cases, is found to be fit for use in other auxiliary craft, thus resulting in still further savings on general oil purchases.

Previously, bilge and tank cleaning was done manually by men armed with buckets and shovels, and all tank interior plates had to be wiped down by hand.

There was also the problem of disposing of the “gunk” removed from tank and bilges, but because of the YBZ-61's unique separators, this problem has been eliminated.

The YBZ-61 was built in the yards of Allied Shipyards Ltd., Vancouver, and has been in operation in the naval dockyard for about a year. There were a few teething troubles, but her crew of five men now have her working smoothly. A sister barge is at work in Halifax at the disposal of ships of the Atlantic Command.

In charge of operations on board the YBZ-61 is Len Carr, a Canadian who spent the war years in the Royal Navy. He is assisted by two oilers, Harry Dovey and Ben Williams, and by two firemen, William Rolfe and William Harding.

The job of these five men is to run the barge and her equipment. Opera-

tions inside the fuel tanks and bilges of the Pacific Command's ships are carried out by other dockyard workers.

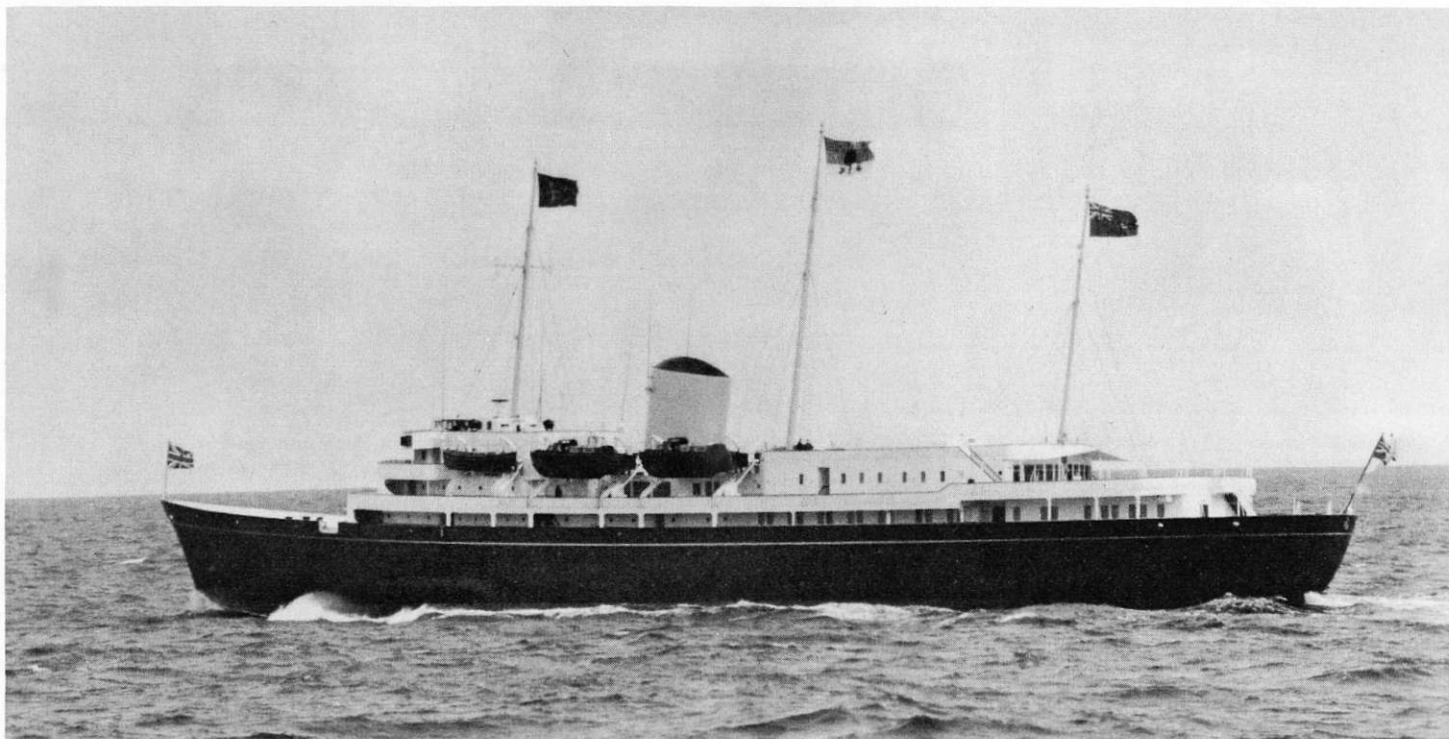
The barge has a displacement of 700 tons. She is 120 feet in length, has a beam of 36 feet and a draught of 6 feet.

Accommodation on the barge provides for workmen, and includes two bunks, lockers for clean and dirty clothing,

table and chairs, refrigerator, hot plate and sink, and showers and wash basins.

Her equipment includes two boilers of 6,000 pounds an hour of steam each, two Diesel generators of 30 KW each, two vacuum pumps of 1,720 cubic feet a minute each, and two seawater heaters, plus associated auxiliaries and equipment.

UNDER FIVE FLAGS



Five flags were flown by HM Yacht *Britannia* in Canadian waters: The Union Jack at the jackstaff, the Lord High Admiral's flag at the fore, the Queen's Personal Flag for use in Canada at the main, the Canadian Red Ensign at the mizzen and the White Ensign at the ensign staff.

The Queen's Personal Flag, adopted by Her Majesty in 1962 specifically for use in Canada, was flown for the first time during the Royal Visit on Government House, Ottawa, when she was in residence, as well as in HM Yacht *Britannia* when she was embarked.

The flag consists of the Arms of Canada, charged in the centre with Her Majesty's own device, on a blue field the initial letter "E" and Royal Crown, both in gold, surrounded by a chaplet of roses, also in gold.

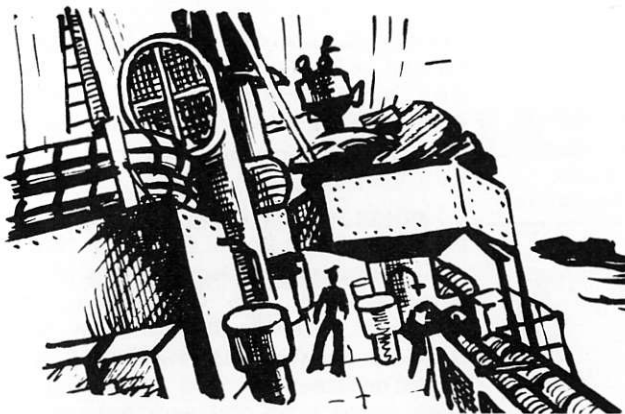
Similar banners have since been designed for Australia, New Zealand and the Crown Colonies and probably other Commonwealth lands.

Also flown by the Queen was the lord High Admiral's flag, or Admiralty flag, worn at the foremast of the *Britannia*. This is a red flag, with a golden anchor superimposed upon it and this was the model of the Naval Board of Canada flag which was flown for the last time this year.

With the dissolution of the Board of Admiralty in London early this year, the title of Lord High Admiral was



revived and assumed by Her Majesty, but the flag has been flown during previous visits of the Sovereign. (HS-76402; CN-6521)



Home from the Sea



CNA Reports Steady Growth

The steady growth and stability of the Canadian Naval Association were evidenced in the reports presented at the annual meeting in Oshawa on Oct. 3 and 4.

The directors of the CNA, by unanimous vote, enacted a bylaw authorizing an application to amend the charter of the association to change the name to the "Royal Canadian Naval Association". A special meeting was called for Nov. 22 in Windsor to ratify the bylaw, in accordance with the CNA's constitution, and to clear the way for an application for the grant of supplementary letters patent changing the name.

Commodore R. I. Hendy, RCNR (Ret), reported on the progress made in applying for inclusion of "Royal" in the association's title. It would be a privilege, he said, which should be cherished and which would entail much responsibility.

At the annual meeting, H. A. Maynard, national president, reported that six new clubs had acquired membership in the CNA during 1964, two others were awaiting membership and several other new clubs, in various stages of organization, had indicated their interest in joining the national body.

The auditor's report was submitted by N. J. Yorston, executive secretary-treasurer. On the basis of the report, it was considered the maintenance of the association's records had reached the point where consideration should be given to the appointment of a permanent, salaried secretary-treasurer. Mr. Yorston was given a sincere vote of thanks for carrying on the job so capably and efficiently.

A proposal to establish a joint publication covering the activities of the Navy League of Canada, the Naval Officers' Associations of Canada and the CNA was discussed in conjunction with S. R. Piner's report as publicity chairman. A steering committee was appointed to investigate the practicability of such a venture.

Joe Vecchiola, sports director, reported enthusiastic support for the annual sports tournament. A vote of thanks went to the director and to the Toronto Naval Veterans' Club, 1964

WHOSE BADGE?

WHAT LOOKS like a cap badge almost ready-made for integration has been sent to the Naval Historian at Canadian Forces Headquarters by Colin Howard, of Hamilton, Ont., for identification. Its style suggests First World War origin.

The elements of the metal badge are a crown, wings, maple leaf and fouled



anchor. A similar badge was worn in the Canadian Air Force (before the "Royal" was added) back in the early '20s, except the letters "CAF" were superimposed on the maple leaf.

The Naval Historian has found that the badge has a certain resemblance to an officer's cap badge proposed for the Royal Canadian Naval Air Service in 1918. However, as far as can be learned, the insignia did not get past the design stage.

Anyone who knows anything about the origin or function of the badge is invited to write to the Naval Historian, Canadian Forces Headquarters, Ottawa.

host, for the success of this event. The Brantford NVA will be the host club of the 1965 tournament. Golf and curling are being added to the sports program.

The main speaker at the annual meeting was Rear-Admiral C. J. Dillon, Deputy Comptroller General, who represented Air Chief Marshal Frank R. Miller, Chief of Defence Staff. He spoke of the newly amended National Defence Act and its emphasis on integration, unification and asked for the full cooperation and sympathetic understanding of everyone concerned in fulfilling the integration program.

Two directors of *Haida Inc.*, the group of Toronto businessmen who have dedicated themselves to the preservation of HMCS *Haida* as a permanent memorial to Canada's naval past, were present. Neil Bruce and Don Smith outlined the events leading to the decision to give Canada its own HMS *Victory*.

Delegates agreed an increase in the CNA's per capita tax was necessary and this will go into effect on Jan. 1, 1965.

A request from the Ottawa NVA for a change of name to the Ottawa-Hull NVA was approved and consideration will be given to a request from some clubs that they be known, for example, as "Canadian Naval Association, London Branch".

It was reported that the Peterborough NVA had acquired six acres of land for its new club house and anticipated laying the corner stone of their new building in the near future.

Distinguished guests at the annual meeting included Rear-Admiral Dillon; Commodore P. D. Taylor, Commanding Officer Naval Divisions; Commodore Hendy, honorary president of the CNA; R. G. Bundy, Vice-president for Ontario of the Naval Officers' Associations of Canada; Cdr. W. J. Floyd, naval liaison officer to the CNA, and Cdr. H. C. Tilbury, commanding officer, HMCS *Star*, the Hamilton naval division.—S.R.P.

Veterans Advised On Wearing Medals

Most veterans, when they appear on Remembrance Day or similar parade, wear their medals proudly, but the wearing of them is not always consistent. With their war service and attendant "dress regulations" in the limbo of history, this is not surprising.

Medals—an omnibus term which includes gallantry awards, decorations, campaigns and service awards, foreign decorations, etc.—are normally worn at Remembrance parades and services, special ceremonies honouring the reigning Sovereign, a member of the Royal Family or the head of a foreign state, regimental reunions and similar functions.

When it is appropriate to wear medals, the standard or "issue" medals are the ones to be worn, except on full

evening dress, when miniatures may be worn. Miniature medals are also worn occasionally on dinner jackets—tuxedos—but it is not correct to wear them on formal day-time dress or lounge suits in place of the regular medals.

When weather conditions necessitate the wearing of coats, medals are worn by veterans on the overcoat in the same relative position as on a jacket.

Veterans who have not yet received their Second World War medals may do so by writing to War Service Records, Department of Veterans Affairs, Ottawa 4, giving their full name, former service number and branch of the service.—*Canadian Veteran News Notes*

FAA Group Open To Canadians

Canadians are being invited to join the Fleet Air Arm Officers' Association, formed in Britain in 1957 to maintain

association between officers who were serving or had served in the Fleet Air Arm. Membership is also open to serving or former officers in any service of the Crown who had been connected with the Fleet Air Arm.

Because naval aviation was not introduced into the Royal Canadian Navy until the end of the Second World War, naval aviators from Canada for the most part served with the Fleet Air Arm as members of the RNVR or RCNR on loan.

The Fleet Air Arm Officers' Association has its headquarters at 94 Piccadilly, London W1, England, and circulates a news letter containing news of members and service information of general interest.

The association's year dates from Nov. 1 of one year to Oct. 31 of the next. The overseas membership is one pound.

STRANGE SEQUEL TO MESSAGE

LAST JUNE while the *Athabaskan* was carrying out anti-submarine exercises off the Scottish coast, a sailor, during a rare moment of relaxation during the exercises, threw a number of bottles over the side. In each was his name, address, ship's name and the date the bottle was launched. The following is a copy of the letter AB J. Boudreau received upon arrival in Halifax a few weeks later:

Dear Mr. Boudreau:

I picked up your address in a bottle on the beach of Taligo Bay, Isle of Islay, Scotland, while on holiday. You must have been close to land as I found it two days after you "launched" it. However I thought I would let you know. The name "*Athabaskan*" interests me greatly because during the last war I was a POW in Germany, as I am ex-merchant navy.

I was with some of the crew of the other *Athabaskan* which was sunk

April 29, 1944, off Brest. The reason I know the date so well is that I kept a small log book in the camp and in it is a drawing of a radio officer half submerged and the Captain standing in the doorway of the radio cabin saying, "Signal to Admiralty from *Athabaskan*—Enemy Torpedo destroyed by ramming." It is drawn by Hector A. Cooper, SY CPO, RCN. I have his address also. It is as he wrote it:

Hector Cooper,
SY, CPO, RCN,
Head of Jeddore,
Halifax County, Canada (God's
Country).

No doubt, like me, he finished with the sea, but should you know of him (perhaps the newspapers would help), I send him my best wishes.

May I send you also my best wishes and good luck. Perhaps some day you will visit England. Should you be in Liverpool I would be pleased to see you.

I was in Halifax dry-dock the first winter of the war for two or three months. I quite enjoyed myself there, where the people were so kind to us sailors and gave us a fine Christmas.

They were great days; although there was war. One found much more friendship about than you do these days. I was nearly five years a prisoner and was glad to see home. I work for a large Telephone and Electronics Company in accounts. I am married but have no family.

It is a much quieter life than the old days. Perhaps I shall hear from you some day. Should you care to write, I will be most pleased to hear from you and yours.

Yours sincerely,

URBAN PETERS

33 Rudson Road,
Childwall,
Liverpool 16, England.



AFLOAT AND ASHORE

ATLANTIC COMMAND

VS 880

A detachment of six Tracker aircraft from VS-880, HMCS *Shearwater's* anti-submarine squadron, returned in early December from a week-long tour on board the USS *Essex*, USN aircraft carrier based in Quonset Point, Rhode Island.

The return of the detachment completed the program arranged between Canadian and U.S. naval authorities earlier this year, allowing VS-880's pilots to maintain their proficiency in carrier flying while the *Bonaventure* was in drydock in Saint John, N.B.

In all, four such groups went south to operate from three USN carriers during the late summer and fall.

The first detachment to leave was under the command of Cdr. R. C. MacLean, commanding officer of VS-880. The RCN trackers operated from the Boston-based carrier USS *Wasp* from July 20 to August 2.

Between August 14 and 24 a second detachment worked from the deck of the *Essex*, and during the first week of October a third detachment joined USS *Intrepid* in Norfolk, Virginia.

In all, 33 days were spent by Canadian ASW pilots from VS-880 on board U.S. carriers. During this time 596.8 hours were flown from the USN decks and a total of 206 deck landings were



Ord. Wren Dianne Young, of HMCS Tecumseh, Calgary naval division, has been awarded the trophy for the best new entry wren under training at HMCS Naden during the past summer training period. Wren Young joined the RCNR in October 1963. The silver tray was presented to her by Commodore P. D. Taylor, Commanding Officer Naval Divisions. (TH-0256)

recorded by the Canadian operational pilots of the squadron.

With the return of the last detachment and the resumption of operations by the carrier *Bonaventure*, the pilots of VS-880 can once again operate from the familiar deck of their own carrier.

Cdr. MacLean said that the operation of the Canadian Trackers from the U.S. carriers was a complete success and that the training would stand them in good stead when they returned to the *Bonaventure*.

The hours of flying they chalked up on the American carriers has proved that the ASW pilots of VS-880 can operate from other carriers and can be integrated into an unfamiliar flying program without difficulty.

NAVAL DIVISIONS

HMCS Tecumseh

Calgary's HMCS *Tecumseh* was presented in mid-October with the trophy

for the most efficient naval division in Canada during the 1963-64 training year at an inspection by Commodore P. D. Taylor, Commanding Officer Naval Divisions.

Commodore Taylor inspected the *Tecumseh* facilities in the afternoon and made the presentation at a parade in the evening.

The naval division also was judged the best in Canada in the 1962-63 training year.

The Naval Division Efficiency trophy, a silver model of a St. Laurent class ship, was presented for annual competition in 1951 by the Canadian Shipbuilding and Repairing Association.

Canadian Forces Decorations, signifying 12 years' service in the armed forces, were presented to seven persons.

They included Lt.-Cdr. D. G. McGregor, Lt. W. J. Arkell, CPO L. R. Cool, CPO Victor Dovey, Wren CPO S. G. Ferguson and PO Robert Hutchings.

Ord. Sea. Herman Ursel, received a



An ambition of long standing was fulfilled when Rev. Charles J. Mersereau was sworn in to the RCN by Lt. N. B. Pakenham at the RCN Recruiting Centre in Saint John as a chaplain (RC). (Photo by Don J. McIntyre)

silver bos'n's call for being the best in his class in summer training at Great Lakes Training Centre, Hamilton.

Ord. Wren Dianne Young received a silver tray as the best new wren in summer training at HMCS *Naden*.

PACIFIC COMMAND

HMCS *Margaree*

Bonds with the community were strengthened when HMCS *Margaree* distributed a total of \$3,825 to 12 widely varied charitable and community agencies in the Victoria area last September. The money is from destroyer escort's ship's fund and was allocated by members of the *Margaree's* welfare committee. The *Margaree* on September 14 went to a local shipyard and was paid off September 25 to undergo major conversion.

The donations brought to \$4,657.50 the amount that the *Margaree* had given to helpful organizations since the beginning of the year.

Recipients of the most recent cheques were: Greater Victoria Community Chest, \$1,500; Salvation Army \$375; Queen Alexandra Solarium, \$150; Goodwill Enterprises, \$100; Protestant Orphanage, \$100; CARE, \$150; and \$50 to an 11-year-old girl in Hong Kong whom HMCS *Margaree* "adopted" several years ago. The ship's company has sent money each month towards the child's education, clothing and food.

To the RCN Benevolent Fund went a cheque for \$1,000. The organization provides financial assistance to naval personnel and their families. An example of the fund's work was seen last spring when a sailor from HMCS *St. Laurent* died while in Singapore. The Benevolent Fund immediately offered to pay his widow's plane fare to and from the funeral in Singapore.

To the Armed Forces Centre, located in downtown Victoria, went \$250 to assist the centre in its work and facilities to provide a "home away from home" for personnel of the three services.

Cheques for \$50 each also went to the Maritime Museum of British Columbia, the Pacific Command Sports Fund, and the Command's Well Baby Clinic.



LAKE-BOTTOM FIND



Two RCNR divers, Lt. R. K. Leishman and Lt. Ian MacDonald, now retired, discuss the recovery of an anchor which had lain on the bottom of Lake Ontario for 92 years and was brought to the surface by divers from HMCS *Cataraqui*, the Kingston naval division. (Photo by Jack French)

CLEARANCE DIVERS from HMCS *Cataraqui*, the Kingston naval division, during the past summer recovered from the bottom of Lake Ontario an anchor that had lain on the lake bottom for nearly a century. The 1,200-pound hook was almost as good as new.

The six-foot anchor belonged to the American schooner *Medbury* which was sunk in a collision near Simcoe Island 92 years ago. The ancient misfortune was one that has given *Cataraqui* divers plenty of opportunity to exercise their skills—a voluntary chore that reached fulfilment when a tow truck at last inched the anchor up onto the dock at Kingston naval division's headquarters.

The recovery of the anchor followed an entire summer of diving operations at the site of the wreck. Members of the HMCS *Cataraqui* Diving Club spent most of their spare time sifting through the wreckage and trying to pry the anchor from the schooner's hull.

Once the anchor was freed, four 45-gallon drums were used to float it from Four Mile Point to Kingston.

Two *Cataraqui* divers, Ldg. Sea. Ted Cartledge and Ldg. Sea. John Slack, found the schooner in 1961. They followed up reports of fishermen who had reported catching nets on the wreckage.

The two spent one whole week searching the Four Mile Point area before finding the *Medbury* in about 22 feet of water.

A report of the collision appeared in the *Kingston News* of Nov. 6, 1872:

"Last night about 10.30 o'clock a collision occurred off Four Mile Point between the schooners *Hercules* and *Medbury*, by which the former lost her stern and the latter was stove in and sunk. Yesterday afternoon the *Hercules* sailed for Hamilton with railroad iron. Finding the weather unfavourable for satisfactory headway, she had 'come about' and was returning to this port when she sighted the *Medbury*, salt laden for Chicago.

"Both displayed lights but the masters of neither had the least conception they were so near until the vessels struck violently, and the extent of the damage incurred was at once apparent. The *Hercules* is insured here and the *Medbury* in Cleveland."

Douglas Fluhrer, Kingston parks superintendent, has indicated he would like to obtain the anchor for one of the parks. The *Cataraqui* diving club members have considered selling the anchor to a museum but most favoured an outright gift to the city.

SCIENCE AND THE NAVY

Gills for Divers A Possibility

Will skindivers some day be equipped with artificial gills that enable them to extract oxygen from seawater and thus remain under water indefinitely?

The question is not quite as absurd as it might have appeared before the recent announcement of the development of a new synthetic membrane, capable of extracting oxygen from ordinary air or seawater.

The *Scientific American*, in reporting the new material, says that it may provide the basis for a host of applications, such as providing an oxygen supply for the crew of a submarine or an underwater experiment station. Because the membrane allows a small amount of water to pass through but holds back salts, fresh water for drinking would be a bonus.

The membrane, says the *Scientific American*, was developed by Walter L. Robb of the General Electric Research Laboratory and is made of silicone rubber, about a thousandth of an inch thick.

"Although it is completely free of holes, it permits the passage of certain liquids and gases more easily than others. The molecules of these substances actually go into solution with the material of the membrane on one side and emerge from solution on the other side.

"Oxygen, which ordinarily constitutes about 20 per cent of the atmosphere, passes through the new membrane more than twice as fast as nitrogen, which is four times as plentiful. Thus, if ordinary air is brought into contact with one side of the membrane while the other side is maintained at a lower pressure, the air passing through the membrane will be rich in oxygen.

"For example, if the low-pressure side of the membrane is maintained at a 15th of atmospheric pressure, the air passing through the membrane will contain about 35 per cent oxygen. Since patients in hospital oxygen tents normally require enriched air containing about 35 per cent oxygen, a few square yards of the new membrane, together with a pump to remove the enriched air from the low-pressure side, could eliminate the need for costly and cumbersome oxygen cylinders."

"Another potential application of the new membrane," the article continues, "takes advantage of the fact that seawater is saturated with air to a depth of several hundred feet. A membrane with seawater flowing across one side and with the pressure below one atmosphere on the other side would extract oxygen and nitrogen from the water and resist the passage of the water, even under very high pressure. Carbon dioxide and other gases would conveniently pass through the membrane in the opposite direction and be released into the water. Thus the membrane could perform the same functions as the gill of a fish."

New Submarine Escape Method

Live escape trials by a new technique from depths of up to 200 feet have been carried out from the submarine *Orpheus* in Loch Fyne.

A feature of the trials—carried out by six of the escape training staff from HMS *Dolphin*, Gosport—was to dress the escaper in a suit incorporating a cotton fabric hood with a plastic facepiece to cover his head and shoulders and then release him from a one-man cylinder, flooded from the sea, inside the submarine.

The cylinder's outside escape hatch was opened from inside the submarine once the pressure inside the cylinder was equal to that of the surrounding sea, no action being required on the part of the escaper.

A result of this escape method is that pressurization, essential for escaping from depth, is achieved rapidly and the man concerned is subjected to it for the absolute minimum period before leaving the submarine. Inside the flooded cylinder, he breathes air supplied through an air pipe from the submarine, while he uses the air trapped in his hood on his way to the surface.

In preparation for these live trials, personnel took part in a series of tests at depths of 500 feet in simulated conditions in decompression chambers at the RN Physiological Laboratory at Alverstoke. After remaining at this "depth" for 20 seconds, men were decompressed to the "surface" at five feet per second.

These trials suggest that much greater depths than the 266 feet, achieved in the Mediterranean in 1962 using normal British buoyant techniques, can be safely achieved.

In charge of the trials in Loch Fyne was Lt.-Cdr. L. D. Hamlyn, RN Submarine Command Escape Officer.—*Naval News Summary*

SEA-AIR SURVEY

The Canadian Survey Ship *Baffin*, attached to the Bedford Institute of Oceanography, departed Nov. 16 for a month-long survey of the waters between Georges Banks and Cape May, New Jersey.

The *Baffin* joined the United States Naval Oceanographic ship *Gillis* and two aircraft, one from the RCAF's 415 Maritime Patrol Squadron, Summerside, P.E.I., and a U.S. Naval Oceanographic aircraft.

The survey was co-ordinated by the Marines Sciences Department of the U.S. Naval Oceanographic Office and the Canadian Maritime Commander Atlantic's Oceanographic Services for Defence.

Three types of information flow into oceanographic centres now, from mer-

chant ship reports, warship reports using bathythermographs (underwater thermometers) and aircraft reports using radiation thermometers. This survey was to determine what degree of compatibility there is between the three methods, thus finding whether portions of each may be used separately in preparing synoptic charts (forecasts).

The survey is expected to provide information on which forecasters will base the synoptic charts they draw up daily on ocean and sub-ocean water temperature.

Following the return of CSS *Baffin* to Halifax on Dec. 16, all information gathered by her is being compiled and will be exchanged for information acquired by USNS *Gillis*, with a view to improving the existing underwater thermal forecasting information.

Dr. Ford Heads Bedford Institute

Dr. William L. Ford, well-known Canadian marine scientist and administrator, has been appointed director of the Bedford Institute of Oceanography at Dartmouth, N.S. He is a former Director of Scientific Services for the Royal Canadian Navy.

The Institute is Canada's East Coast centre for hydrography, oceanography, geophysics, chemistry and geology in Atlantic and sub-Arctic waters and, in addition, deep-ocean studies. It can accommodate 300 professional and supporting staff. It also houses the Atlantic Oceanographic Group of Fisheries Research Board.

A former scientific adviser to the Chief of the Naval Staff and now chief of personnel at Defence Research Board and member of the defence research management committee, Dr. Ford will assume his new post with the Department of Mines and Technical Surveys about April 1, 1965.

He succeeds Dr. W. N. English, who recently accepted a position as superintendent of the electronics wing in the Canadian Armament Research and Development Establishment at Val Cartier, Quebec.

Dr. Ford has done many years of at-sea research in both the Atlantic and Pacific oceans, and has extensive experience as a director of marine research programs and adviser on naval research matters.

Following a four-year period in the nylon research laboratory of the Du Pont company in Wilmington, Delaware, Dr. Ford turned his attention to oceanographic research in 1944.

Until 1948 Dr. Ford was an oceanographer with the Woods Hole Oceanographic Institution at Woods Hole, Mass., carrying out projects in various areas of the Atlantic and Pacific oceans. During the atomic experiments at Bikini in 1946 he was a member of the oceanographic team concerned with the drift of radioactive waters at the Bikini site.

In 1948 Dr. Ford joined the Naval Research Establishment of the Defence Research Board in Halifax. During 1952-53, he attended the National Defence College in Kingston, and then assumed the position of director of scientific services for the Royal Canadian Navy.

Dr. Ford was superintendent of the Pacific Naval Laboratory at Esquimalt from 1955 to 1959 and, in August of the latter year, returned to Ottawa to assume the position of scientific adviser to the Chief of Naval Staff. In Novem-

ber 1963 he was appointed chief of personnel for DRB.

Raised in Vancouver and Victoria, Dr. Ford attended Victoria College and the University of British Columbia, where he obtained his BA in 1936 and MA in physical chemistry the following year. He continued his post-graduate studies in the same field at Northwestern University in Illinois and obtained his PhD in 1940.

Dr. Ford is married and has two children.

Aerosol Dispenser Danger Stressed

Bomb disposal, like charity, begins at home.

Some observations on the soundness of this revision of an old saying appear in *All Hands*, published by the USN's Bureau of Naval Personnel.

"Check That Bomb in Your Locker" is the heading of an *All Hands* article that deals with an often unsuspected danger. The article reads as follows:

Is there a bomb in your home? Or in your sleeping quarters aboard ship? There is if you have an aerosol dispenser of any type, and there are many types—dispensers for shaving cream, insect repellent, hair spray, tooth paste, deodorant, paint, varnish, polish, wax, air freshener, de-icer, ether car starter and whipped cream, to name several. These dispensers are handy, but they can be dangerous also if you don't know how to handle and dispose of them.

Gas is sealed in them under pressure. Extreme heat may build up the pressure until the can explodes like a bomb. Some injuries and deaths have been caused when people tossed supposedly empty containers in the incinerator or placed a "bomb" in hot water. It's as simple as that.

Here's a sample. One unwary individual tossed an empty aerosol can into a fire to dispose of it. As he turned his back, there was a dull thud, and a piece of ragged metal struck him in the neck, severing the jugular vein. He was dead 15 minutes later.

Another person heated a "near empty" can in hot water to "pep it up", and get out the last of its contents. Then he shook the can. Results: one lost eye, one broken jaw.



Any aerosol dispenser should always be kept away from sources of direct heat. Don't rest it on a radiator. Don't store it near a stove or a hot pipe. When the product is finished, the recommended way to dispose of the bomb is to bleed remaining gas from the container by holding down the button (do this in a ventilated area).

If you have to be really cautious, the recommendations are to wrap the container in newspaper and store (if possible) under refrigeration. This lowers any remaining pressure. Next day, the with container still wrapped, turn the bottom end away from you and puncture it. Small cans can be punctured with a beer can opener.

Then the bomb can be safely disposed of. Remember, an unpunctured aerosol container, dropped over the stern, will remain afloat for an indefinite period, possibly leaving a telltale trail behind.

Scientists on Maritime Staffs

Russell E. Banks and Dr. Carmen L. Piggott, scientists of the Defence Research Board's Naval Research Establishment, Dartmouth, N.S., have been appointed scientific consultants to the Maritime Command Atlantic, it was announced on Dec. 10. Both are specialists in anti-submarine warfare research.

Mr. Banks, a native of Bear River, N.S., has been appointed to the staff of the Flag Officer Atlantic Coast. He served with the RCAF, 1941-45, then resumed his education, graduating from Dalhousie University with BSc and MSc degrees in physics. He completed an additional year of study in oceanography at the University of British Columbia. Since joining the Naval Research Establishment in 1951 he has conducted research in physical oceanography in relation to anti-submarine warfare.

Dr. Piggott, born in Bridgetown, N.S., has been appointed to the staff of the Air Officer Commanding, Maritime Air Command. He received his BSc and MSc in physics at Dalhousie University and PhD at McGill University. During the past 10 years he has been engaged in research at NRE on underwater acoustics and anti-submarine warfare.

The appointment of DRB scientific consultants to Maritime Command Atlantic will further strengthen the co-operative efforts of the Navy, Air Force and Defence Research Board to maintain and improve Canada's anti-submarine warfare capability. The RCN and RCAF both maintain liaison officers at NRE. Those at present serving are Cdr. R. A. Beach and F/L J. R. Marshall.

HERE AND THERE IN THE RCN



Retirement has brought to an end 17 years' service at the Canadian Services College, Royal Roads, for Miss Patricia L'Amie. Here, Miss L'Amie receives her certificate of service from Royal Roads commandant, Captain W. P. Hayes. Miss L'Amie spent the greater part of her time at Royal Roads as secretary to the succession of commandants serving there. Born in Scotland, Miss L'Amie was in government service in Britain, United States, Mexico and, finally, the Canadian Civil Service. (RR-2590)



The 20,000th accident-free simulated deck landing was made at the Naval Air Facility, Debert, N.S., on Nov. 23 when Lt. Bob Edey set a CS2F Tracker down. A parade of naval firefighters, with fire axes at the slope, was promptly organized and Lt. Edey and co-pilot Lt. Charles Poirier were presented with badges to commemorate the occasion by Lt.-Cdr. H. R. Welsh, officer-in-charge. CPO G. J. Roemer, in charge of operations at the field, is looking over Lt.-Cdr. Welsh's shoulder. Fire Chief J. Saxton, is at the far left. The airfield was re-activated in September 1961 for pilots to practise deck landings using the mirror landing system. (DNS-34587)



Training activities at the Canadian Services College, Royal Roads, were discussed in late November by Dr. H. D. Roberts, St. John's Nfld., national president of the Navy League of Canada, who was in British Columbia inspecting the Royal Canadian Sea Cadet Corps. Dr. Roberts, right, is shown with Royal Roads commandant, Captain W. P. Hayes. (RR-3605)



The warship's last captain, Cdr. J. M. Cutts, presents the ensign from the Tribal class destroyer Micmac to Chaplain Earl Sigston, Chaplain of the Fleet (P), at a brief ceremony at St. Augustin's Church in Jollimore, near Halifax. The White Ensign was then placed in the hands of Rev. T. R. B. Anderson, pastor of the church. (HS-76709)

FACING UP TO THE ASW PROBLEM

ONE NEWSPAPER met the problem of surveying the fine, new 1965 edition of the United States Naval Institute's *Naval Review* by assigning each of the 12 essays to a separate member of the staff. This is probably the only method by which justice can be done to the wealth of thought and fact enclosed within the handsome covers of this book.

No effort will be made here to give the *Naval Review* the comprehensive discussion it deserves. There isn't the space for it. However, mention can be made of certain features that will have immediate appeal to RCN readers.

With this approach in mind, one is immediately confronted by the subject matter of the first essay in the volume: "Anti-submarine Warfare — Where Do We Stand?" The author is Vice-Admiral C. E. Weakley, USN, Commander Anti-submarine Warfare Force, Atlantic Fleet, the officer who would be responsible for the protection of U.S. shipping in the Atlantic in the event of war.

Admiral Weakley points out that in the First World War a small force of German submarines, never more than 200 boats, came close to crippling the British Empire.

And, in the Second World War, "the Germans had only 40,000 men afloat in submarines. In July 1943, the Atlantic Allies had some 950 ocean escorts and 2,200 aircraft fighting 430 German ocean-going submarines. Only then did it become apparent that, barring any unforeseen significant change, winning the 'Battle of the Atlantic' was a question of time."

He finds that today the quality of anti-submarine warfare units in relation to the threat is superior to that in any previous peace-time period, but the submarine is ahead in that it takes such a large number of anti-submarine units to deal with a small submarine force.

The essay draws attention to the merits and failings of the various anti-submarine weapons. Aircraft have the advantage in speed of search attack and in freedom from counter-attack. However, they have limited staying power and payload and the fact that they have to use sonobuoys to search beneath the surface pins them down to a restricted area. The helicopter, with less speed and endurance than fixed-wing aircraft, has greater detection capability.

The surface ship lacks the ability to hide. She can be detected visually, by radar or by sonar. However, she has staying power, can carry out repeated

attacks and has considerable self-repair capability. Furthermore, she can be operated successfully with a smaller proportion of technical personnel than aircraft or submarine.

The submarine's advantages (and Admiral Weakley appears to be confining

BOOKS for the SAILOR

his observations to the modern, fast nuclear submarine) lie in her power of concealment and her capability of high, sustained speed. But she has limited power to effect repairs while submerged and minor damage may force her to expose herself fatally. The submarine is almost blind and requires highly trained, expensive personnel.

Admiral Weakley hesitates to say whether the convoy system will be used in a future war. This will be dictated by circumstances, he says, but "we should be prepared to use convoy on short notice." He points out that the convoy is not merely a defensive mechanism. It is also a method of forcing submarines to come within range of anti-submarine units.

He is a drone-helicopter advocate and stresses the advantages of this device as an all-weather weapon.

"The British and Canadians," he observes, "have gone to the manned helicopter to be used from small ASW ships, perhaps because such aircraft were already in hand and perhaps because, in spite of higher unit cost and safety problems, the manned helicopter has more capability than the helicopter without a man."

He discusses the new weapons—the high-speed torpedoes and the anti-submarine rocket, ASROC—which do much to counteract the speed advantage of the new, fast, deep-diving submarines. He compares the wonder-weapon ASROC with "hedgehog", a weapon long since succeeded in the RCN and RN by the more sophisticated squid and limbo. A little puzzling is his reference to the hedgehog as being incapable of being trained, something that was not true of the RCN's Second World War version of the weapon, which could be trained over quite a wide angle. War-time gossip had it that this was a Canadian improvement on the original weapon.

However, this is a small matter and Admiral Weakley's concluding words are worth repeating:

"Like the Red Queen, we must exert major effort to stay where we are; to keep control of the advancing capability of the 'mix' of submarines which might be placed against us. Time is on the side of the anti-submarine effort, but only if we use it wisely and effectively."

UNDERSEA WARRIORS

BURIED AMID the lurid murder and romance novels of the paperback stands are war stories, mostly of the "Go Marines, Go" variety. Now and then there is a paperback that should be read by the professional naval type.

Such a one is *They Fought Under the Sea*, by the editors of that worthy newspaper, *Navy Times*.

The co-authors trace the history of submarines, and a lot of it was Ameri-

can, it seems, and give a batch of episodes through the years of war and peace. They took the trouble to add a stop-press Chapter 15 on the *Thresher* tragedy, which lies cheek and jowl with an appendix of the log of the *Squalus*, which suffered loss of life in 1939 within sight of the New Hampshire coast, in 240 feet of water. Thanks to the first use of a diving rescue chamber, 33 persons were saved, another 26 having perished in the flooded compartments.

There is also a bit about the mysterious disappearance of the Free-French-manned, super-submarine *Surcouf* in the last war. All in all, good reading for half a dollar—H.C.W.

THEY FOUGHT UNDER THE SEA, by the Editors of *Navy Times*; published in paperback form by Monarch Books, Inc., Derby, Conn.; 189 pages; price \$50.



Canadians will be interested in Captain W. D. Brinckloe's essay on "The Future of the Surface Fighting Ships". This deals, in part, with runaway costs of surface ships, culminating in the *Bainbridge*, with a price tag of \$160 million.

He calls attention to the destroyer's loss of speed advantage over submarine, the latest of which are said to be capable of speeds of 30 to 50 knots submerged. There are three ways of regaining this advantage:

- Put the speed into the weapons;
- "Crank more power into the same old hull";
- Strip the hull down to what can be driven at the required speed by a reasonable power plant.

He says that to beef up a 35-knot destroyer to 40 knots would require almost a 50 per cent increase in power for a one-seventh gain in speed, at a cost of \$1 million a knot.

Captain Brinckloe goes into the engineering problems of the hydrofoil arising from the balancing of speed requirements against payloads and costs.

He urges a highly critical look at the ASW requirements and, to reduce payload, "accept nothing that can possibly be omitted.

"We might start by taking a look at what English designers have shoe-horned into the 177-foot, 600-ton corvettes being built for Ghana; sonar, air and surface radar, stabilizing fins, a squid anti-submarine launcher, a 4-inch and a 40-mm gun—even air conditioning."

He takes a pretty austere view of the ship of the future, a view that may seem almost fanciful to some members of the Age of Affluence. His conclusion:

"Our future high-speed ships, with menial tasks taken over by robots or postponed until return to base, with a highly trained few manning the essential controls, need waste no space on recreational rooms any more than bombers do. If professional demands present a high challenge, if the crews are an elite corps doing vital tasks in a vital ship, then, even if space limitations make them crawl on all fours from bunk to control station, there will be habitability enough."

The foregoing is a sampling from the first two essays, perhaps enough to convince the reader that the *Naval Review* is no compendium of ancient saws or pious platitudes, but a book that comes to grips with some serious problems and will provide considerable material for argument.

The interest is sustained in the subsequent chapters: "Naval Weapons Today", "Aircraft Carrier Design", "Systems Analysis and the Navy". "The French Navy," "Alaska and Siberia: A Strategic Analysis", "The Soviet Air Forces"; "Marine Corps Aviation Today", "The Military Support Role of MSTs", "Naval Medicine and Modern Sea Power", and "Search and Rescue in the '60s".

Additional features are a naval chronology, a collection of the best naval photographs of 1963, a section of research craft and auxiliaries and an outline of the U.S. defence program for 1965-69.—H.M.C.

NAVAL REVIEW 1965, edited by Frank Uhlig; published by United States Naval Institute, Annapolis, Maryland; 417 pages, illustrated, \$12.50.

Dear Sir:

... I would like to add something to Naval Lore Corner No. 131 in the October 1964 *Crowsnest*.

In 1933 the Estonian destroyers *Len-nuk* (ex-Russian *Avtroil*) and *Vambola* (ex-Russian *Spartak*, ex-*Mikula Mak-lei*) were sold to Peru and renamed *Almirante Guise* and *Almirant Villar* respectively.

Thus they served in the Imperial Russian Navy, in the Bolshevik forces, in the Estonian Navy and in the Peruvian Navy.

Yours truly,

J. DUERKOP

Hearne House,
University of Saskatchewan,
Saskatoon.

Dear Sir:

No piece of historical research is ever really finished and the article "A Letter from the Queen", which was written in this office, illustrates this fact.

Towards the bottom of the left hand column of page 16 in the October *Crowsnest*, in a paragraph on the abolition of the half pay system in the Royal Navy, is a statement that it was never used in the RCN. Recently regulations governing it have turned up and they show that it was in force from 1920 to 1944.

LETTERS

In 1920, the RCN was facing the situation that the British service had faced after previous wars: it could not find appointments for all of its officers but did not want to lose them, so the pay scales put into force on July 1, 1920, included provisions for half pay.

Apparently the Canadian service did not see fit to follow the example of the RN in 1938 when half pay was abolished in Britain, for the articles governing it remained in *Canadian Naval Regulations* until they were superseded by the first issue of KRCN under the *Naval Service Act* of 1944.

Although the regulations remained on the books throughout most of the war, it seems unlikely that anyone was put on half pay after 1939, except as a punishment.

Yours truly,

E. C. RUSSELL
Naval Historian

Canadian Forces Headquarters,
Ottawa.

VETERAN RECALLS FALKLAND BATTLE

Fifty years after the Battle of the Falkland Islands on Dec. 8, 1914, W. S. Woods, 2924 Qu'Appelle St., Victoria, has written to *The Crowsnest*, recalling

the ships and events of that time. He was serving in HMS *Cornwall* in the battle that brought about the destruction of Von Spee's East Asiatic Squadron and revenged the British defeat at Coronel.

"When you get this letter it will be the 50th anniversary of the Battle of the Falkland Islands," Mr. Woods predicted—and the letter reached the magazine on the exact day. "I am over 70 years of age now, but I remember it well."

Recently he saw the name of an old messmate in an English newspaper. His friend of First World War days is nearly 80 years of age now, ailing and blind. However, his wife replied to a letter from Mr. Woods that his old shipmate remembered him well after all that time.

A letter from Mr. Woods in the November 1959 issue of *The Crowsnest* described his life in HMS *Cornwall* and mentioned his service in the Canadian submarine *CH-15*.

SHIP PAPER SOUGHT

H. R. Keene, 376 Chantilly Place, Beaconsfield, Que., is interested in obtaining a copy of any or all editions of a shipboard weekly, *The Haida Headliner*, published in HMCS *Haida* when he was serving in the ship in the Far East from July 1952 to August 1953.

THE NAVY PLAYS

Shearwater Tops Maritime Rugger

Shearwater, in recent years the spear-head of rugger revival Down East in the Navy, defeated the Halifax Rugby Club 17-9 on Oct. 18 to win the Maritime open championship. They shut Greenwood out 31-0 for the armed forces Maritime title and a chance to meet the Haligonians in a week-end of play, during which they won all games played.

This put the naval airmen (they call themselves the Falcons after the DoT falcons imported recently to chase seagulls off the runways) against the Montreal Wanderers at the end of the month for an unsuccessful tussle for eastern Canada supremacy and the MacTier Trophy. They lost 16-3.

The Eastern Canadian Rugby trophy was presented for play in 1912 by the president of the CPR and for the next 40 years teams competed for it, except in the war period. The cup game came to Halifax this fall after an absence of 20 years.



Lt.-Cdr. Peter Vivian Reader, RCN, chats with two of the U.S. Naval Academy's outstanding scholar-athletes, Roger Staubach (right) and Myron Hura, during a recent trip to the Naval Academy, Annapolis, Maryland. Lt.-Cdr. Rader, who is assigned to the international staff of the Supreme Allied Commander Atlantic at Norfolk, Virginia, is a member of a briefing team which appeared at the Naval Academy, on Oct. 16 to tell students NATO's story. Midshipman Staubach has been one of the United States' foremost collegiate football players for the past three years. Quarterback of the Navy football team, he was awarded the Heisman Trophy in 1963. The Heisman Trophy is presented annually to the college football player voted outstanding in the United States. Midshipman Hura is Navy's star soccer player. He led the team's scoring in 1963, and was named to the All-America soccer team the same year. (Official U.S. Navy Photograph)



A score of 8-0 against the University of Washington gave the Canadian Services College, Royal Roads, the first game in a home-and-home rugby series with the U.S. university. Here the match is well under way on the services college field on Oct. 31. The Royal Roads cadets will meet the U of W team next in Seattle on Feb. 4. (RR-3542)

RETIREMENTS

CPO CHARLES ALEXANDER BRODIE, CD and 1st Clasp; C2WV4; joined RCNVR June 15, 1940; served in the RCN Feb. 28, 1944, to Aug. 11, 1961; rejoined RCN Nov. 14, 1961; served in Toronto naval division, Stadacona, Fundy, Venture, NOIC Toronto, Chaleur II, Swift Current, ML-053, ML-072, Niobe, Vernon, Humberstone, Cornwallis, St. Pierre, Peregrine, Llewellyn, Micmac, Iroquois, Swansea, Nootka, La Hullose, Bytown, Portage, Naden, Magnificent, Swansea, Prestonian, Algonquin, Scotian, Nootka; retired Nov. 13, 1964.

CPO RUSSELL ROBERTSON COX, CD; C2ER4; joined RCNVR Nov. 4, 1939; transferred to RCN June 6, 1940; served in Stadacona, HMS Emerald, HMS Dominion, Niobe, Saguenay, Shelburne, Kentville, Peregrine, Stettler, New Liskeard, Scotian, Middlesex, Sans Peur, Nootka, La Hullose, Micmac, Iroquois, Sussexvale, Wallaceburg, Sioux; retired Nov. 2, 1964.

CPO THOMAS DAY, CD; C2ER4; joined RCNVR Jan. 20, 1944; transferred to RCN April 9, 1945; served in Discovery, York, Stadacona, Cornwallis, Scotian, Uganda, Naden, Athabaskan, Beacon Hill, Ontario, Stettler, Saguenay, Antigonish, Cape Breton; retired Nov. 4, 1964.

CPO JAMES ALVIN GUISE, CD, C2WS4; served in RCNVR Dec. 28, 1943-Jan. 25, 1946; joined RCN Feb. 13, 1947; served in Prevost, York, Cornwallis, Scotian, Peregrine, Captor II, Brunswick, Chippawa, Naden, Rockcliffe, Ontario, Stadacona, Magnificent, Haida, Shearwater, Micmac, Ottawa, Columbia, Athabaskan; retired Nov. 18, 1964.

PO JOHN DOUGLAS HYSLOP, CD; PIRM3; served in RCN Aug. 19, 1940 to Feb. 10, 1948; rejoined RCN March 28, 1949; served in Stadacona, Naden, Prince Henry, Givenchy, Prince Robert, NOIC Esquimalt, Quatsino, St. Hyacinthe, Strathroy, Niobe, Crusader, Burrard, Bytown, Scotian, Nootka, Albion Lake, Lloyd George, Warrior, Prevost, Gloucester, Coverdale, Massett, Magnificent,

HMS Dolphin, HMS Adamant, Cornwallis, Lauzon, Athabaskan, Bonaventure; retired Nov. 26, 1964.

CPO CHARLES JOSEPH KEEN, CD; C1ER4; joined RCNVR April 18, 1938; transferred to RCN June 28, 1940; served in Calgary naval division, Naden, Wetaskiwin, Stadacona, Cornwallis, Hunter, Hochelaga, Longueuil, Peregrine, Goderich, Shelburne, Montreal, Ste. Stephen, Charlottetown, Rockcliffe, Antigonish, ML-124, Ontario, Porte Quebec, Skeena, Royal Roads, Skeena, Bonaventure, Sussexvale; retired Nov. 8, 1964.



PO GORDON EARL MASON, CD and 1st Clasp; P1AM3; served in RCNVR Oct. 4, 1938-Dec. 4, 1945; joined RCN May 6, 1946; served in Ottawa naval division, Stadacona, St. Croix, Cobalt, Baddeck, Hochelaga II, Drummondville, Swift Current, Prince Henry, Naden, Protector, Regina, Nipigon, Niobe, HMS Vernon, Bowmanville, Cornwallis, Carleton, Scotian, Bytown, Magnificent, CANAS Dartmouth, Shearwater (19 CAG) (18 CAG) (30 CAG) (31 SAG) (1 TAG) (VU 32) (VT 40) (VF 871) (VS 881) (VS 880) (VU 33); retired Nov. 19, 1964.

CPO JOHN CORNELIUS MULVIHILL, CD; C1FC4; joined RCNVR Oct. 31 1941; transferred to RCN May 1, 1942; served in Star, Nonsuch, Stadacona, Cornwallis, Givenchy, Naden, Bellechasse, Peregrine, Chilliwick, Uganda, Scotian, Warrior, Haida, York, Bytown, Algonquin, Fundy, Cape Scott; retired Nov. 27, 1964.

CPO DONALD WILLIAM THOMAS ROSS, CD; C1WU4; joined RCNVR Sept. 13, 1943; transferred to RCN June 21, 1944; served in York, Cornwallis, Stadacona, Niobe, HMS Duke of York, HMS Norfolk, Peregrine, Ontario, Naden, Bytown, Antigonish, New Glasgow, Stettler, Mackenzie; retired Nov. 30, 1964.

CPO WILLIAM GEORGE SANDERSON, CD; C1WV4; joined Feb. 19, 1945; served in Prevost, Chippawa, Cornwallis, Peregrine, Niobe, HMS Excellent, Crusader, Crescent, Stadacona, New Liskeard, Haida, Huron, Micmac, Stadacona, Crescent, Naden, Cap de la Madeleine, Patriot; retired Nov. 15, 1964.

CPO ERNEST ERIC WATSON CD; C1WS4; joined RCNVR March 23, 1942; transferred to RCN Nov. 9, 1944; served in Halifax naval division, Stadacona, NOIC Sydney, St. Hyacinthe, Cornwallis, Quebec, Iroquois, Atwood, Peregrine, Micmac, Niobe, HMS Excellent, Nootka, La Hullose, Huron, Bytown, Bonaventure; retired Nov. 25, 1964.

PO RAY JAMES WILKIE, CD; P1ER4; joined April 2, 1945; served in Tecumseh, Donnacona, Cornwallis, Stadacona, Niobe, Warrior, Cayuga, Rockcliffe, St. Stephen, Crescent, Iroquois, Naden, Sault Ste. Marie, Ste. Therese, Sussexvale, Lauzon, Lanark, Stettler, Inuvik, Saskatchewan; retired Nov. 12, 1964.

CPO KENNETH HAROLD WOODFORD, CD, C2ER4; joined September 16, 1940; served in Naden, Dawson, Givenchy, Prince Robert, Peregrine, Stadacona, Uganda, Rockcliffe, Nonsuch, Ontario, Antigonish, Cayuga, Stettler, Sussexvale, Crusader, Bonaventure, Cape Breton, Saguenay, Skeena; retired Nov. 11, 1964.

OFFICERS RETIRE

LT.-CDR. HARRY GEORGE BISSKY, CD commenced service in the RCNVR on March 16, 1940, as an engine room artificer 4th class; transferred to RCN on Nov. 14, 1940; promoted to acting commissioned (L) officer on Dec. 17, 1951; served in Naden, Sans Peur, Stadacona, HMS Vernon, Barrie, Restigouche, Avalon, Niobe, Peregrine, Warrior, Donnacona, Rockcliffe, Ontario, Sioux, Cornwallis, Quebec, Cayuga; last appointment, HMCS Naden, on staff of Commodore Superintendent for Engineering Department Ship Repair Activity; commenced leave Nov. 25, 1964; retires on June 8, 1965.

LT.-CDR. FREDERICK GEORGE DOUGLAS, CD; commenced service in the RCNVR on May 2, 1934, as an ordinary seaman; transferred to RCN Jan. 8, 1936; promoted to acting warrant radio officer on Jan. 1, 1948; served in Stadacona, HMS Victory,

Saguenay, Venture, Protector, St. Hyacinthe, Scotian, Niobe, Warrior, Ontario, Naden, Cornwallis, Bytown, Crusader, Crescent, Hochelaga; last appointment, HMCS Naden on staff of Commodore Superintendent Pacific for Production Department Ship Repair Activity; commenced leave Nov. 22, 1964; retires on July 8, 1965.

LT.-CDR. ARTHUR GRAHAM HOLLAND, CD; commenced service in the RCNVR on May 28, 1943, as an ordinary seaman; promoted to sub-lieutenant on March 21, 1944; served in Naden, Prevost, Cornwallis, Cartier, Kings, Brantford, Stadacona, Peregrine, Hunter, York; demobilized Sept. 13, 1947; entered RCN(R) as acting lieutenant, July 2, 1948; transferred to RCN as lieutenant (SB) March 12, 1951; served in Hunter, Stadacona, Bytown, Naden, St. Laurent, Prevost, Star; last appointment HMCS Naden

on staff of Training Officer; commenced leave Nov. 29, 1964; retired on March 26, 1965.

LT.-CDR. WILSON FREDERICK JOBSON, CD; commenced service in the RCNVR on June 22, 1941, as a writer; promoted to probationary paymaster sub-lieutenant on Aug. 15, 1942; served in Naden, Stadacona, Cornwallis, Niobe, Bytown; entered RCN(R) as lieutenant (S) on Aug. 26, 1946; transferred to RCN as lieutenant (S) on Aug. 19, 1948; served in Naden, Malahat, Magnificent, Stadacona, Bytown, Niobe; last appointment HMCS Bytown on attachment to Civil Service Commission for Pay Research Bureau; commenced leave Nov. 2, 1964; retires on March 20, 1965.

LT. KEITH GEORGE McKEY, commenced service on Apr. 27, 1951 in the RCN(R);

transferred to RCN as cadet (L) on Jan. 8, 1954; served in *Malahat, Naden, Stadacona, Shearwater, Magnificent, Cataragui, Star, Ontario, Prevost, Niagara, Bonaventure*; last appointment, *Stadacona*; retired on Nov. 3, 1964.

LT.-CDR. KENNETH CAMPBELL McMARTIN, commenced service July 2, 1953, in RCN(R) as sub-lieutenant (E); transferred to RCN July 3, 1953; served in *Niobe, Bytown, Micmac, Quebec, Stadacona, Cornwallis, Ottawa, Naden, Kootenay*; last appointment Naval Headquarters on staff of Assistant Director Marine and Electrical Engineering Mechanical Equipment for Auxiliary Machinery; commenced leave on Nov. 30, 1964; retires on Feb. 18, 1965.

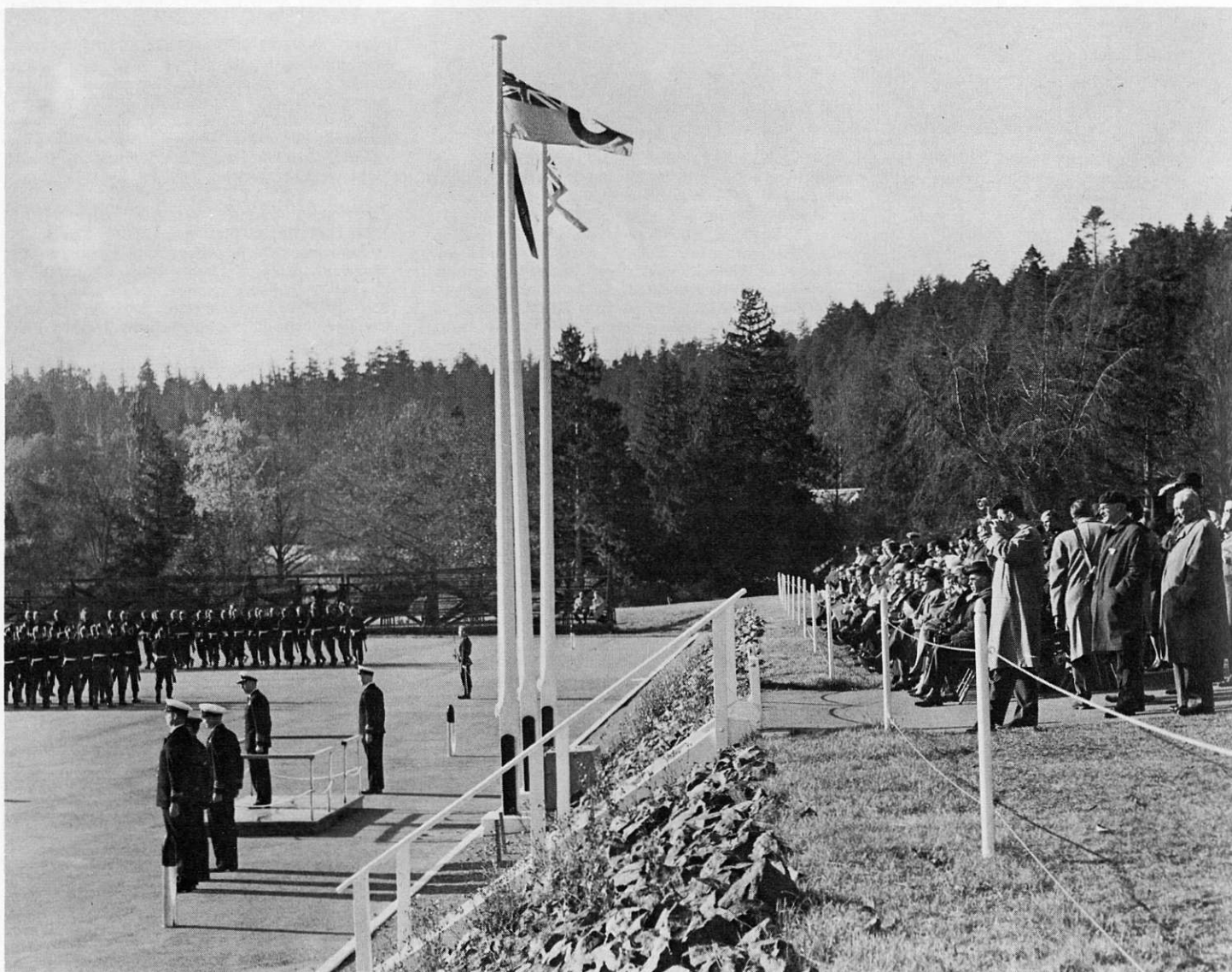
LT.-CDR. ROBERT THOMAS McNULTY, CD; commenced service in the RCNVR on July 28, 1941, as an ordinary seaman; promoted to probationary sub-lieutenant Nov. 9, 1942; demobilized April 3, 1946; served in *Naden, Givenchy, Kings, Fort Ramsay, Corn-*

wallis, Bytown, Captor, Hochelaga, St. Boniface, Stadacona, Chippawa; entered RCN(R) as lieutenant Feb. 26, 1947; transferred to RCN Jan. 31, 1951; served in *Donnacona, Stadacona, Iroquois, Bytown, Carleton, Prevost, Portage, La Hullose, Portage, Haida, Bytown*; last appointment Naval Headquarters on staff of Director Naval Manning as Assistant Director Naval Manning, Personnel Selection; commenced leave Nov. 22, 1964; retires on May 4, 1965.

LT. RICHARD HERBERT MEADOWS, CD; commenced service in the RCNVR Oct. 26, 1940; transferred to RCN May 20, 1941, as a shipwright 4th class; served in *Naden, Givenchy, Burrard, Scotian, Stadacona, Niobe*; promoted to acting commissioned constructor Feb. 23, 1953; served in *Niobe, Magnificent, Stadacona, Naden, Quebec, Cornwallis*; last appointment, HMCS *Naden*, on staff of Commodore Superintendent Pacific for Planning Department Ship Repair Activity; commenced leave Nov. 9, 1964; retires on May 26, 1965.

LT.-CDR. JOHN JAMES TANNER, CD; commenced service in the RCN Sept. 1, 1933; rank on joining stoker, 2nd class; promoted to acting warrant engineer March 15, 1945; served in *Naden, Vancouver, Skeena, St. Laurent, HMS Drake II, Windflower, Avalon, Stadacona, Courtenay, Nonsuch, Ungava, Port Arthur, Oshawa, Glace Bay, Leaside, Givenchy, Warrior, Niobe, Magnificent, Rockcliffe, Cornwallis, Bytown, Beacon Hill, Fraser*; last appointment, Naval Headquarters on staff of Assistant Director Fleet (Maintenance); commenced leave Nov. 1, 1964; retires on June 5, 1965.

LT.-CDR. GEORGE HOWARD VERGE, CD; commenced service in the RCN on Jan. 22, 1937, as acting ordnance artificer 4th class; promoted to acting warrant ordnance officer on Aug. 1, 1943; served in *Stadacona, Saguenay, HMS Excellent, Ottawa, Naden, Skeena, Cornwallis, Protector, HMCS Uganda, Iroquois, La Hullose, Haida, Huron, Cape Breton, Bytown, Gatineau*; last appointment, HMCS *Stadacona* on staff of Commodore Superintendent; commenced leave Nov. 16, 1964; retires on June 4, 1965.

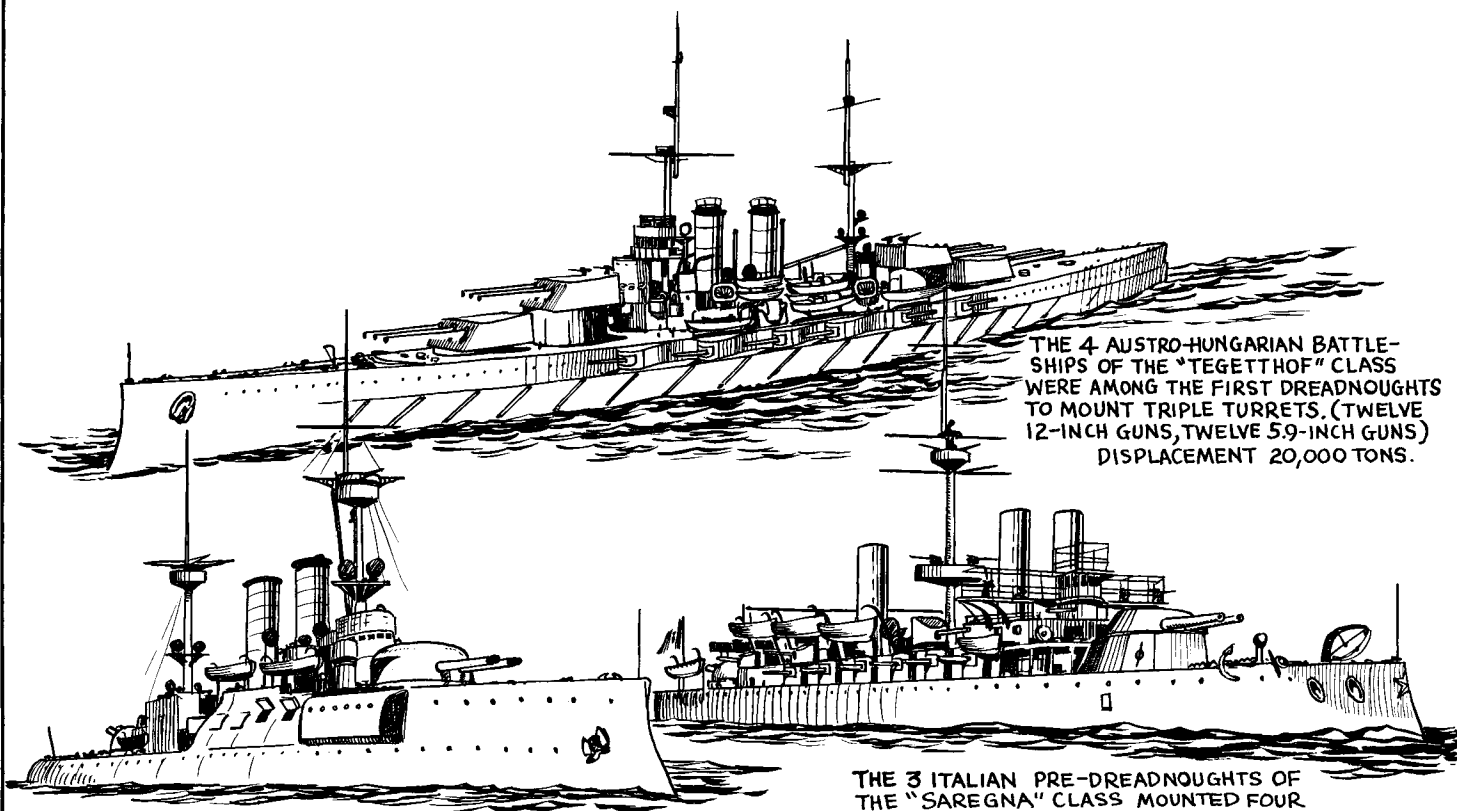


A memorable event during the visit of 150 members of the Union of Municipalities of Quebec was a Sunday luncheon at the Canadian Services College, Royal Roads. The visitors watched a parade in their honour by the officer cadets of the college and made a tour of the college gardens. (RR-3565)

Naval Lore Corner

Number 133 W.W.I BATTLESHIPS OF THE 'LESSER NAVIES'

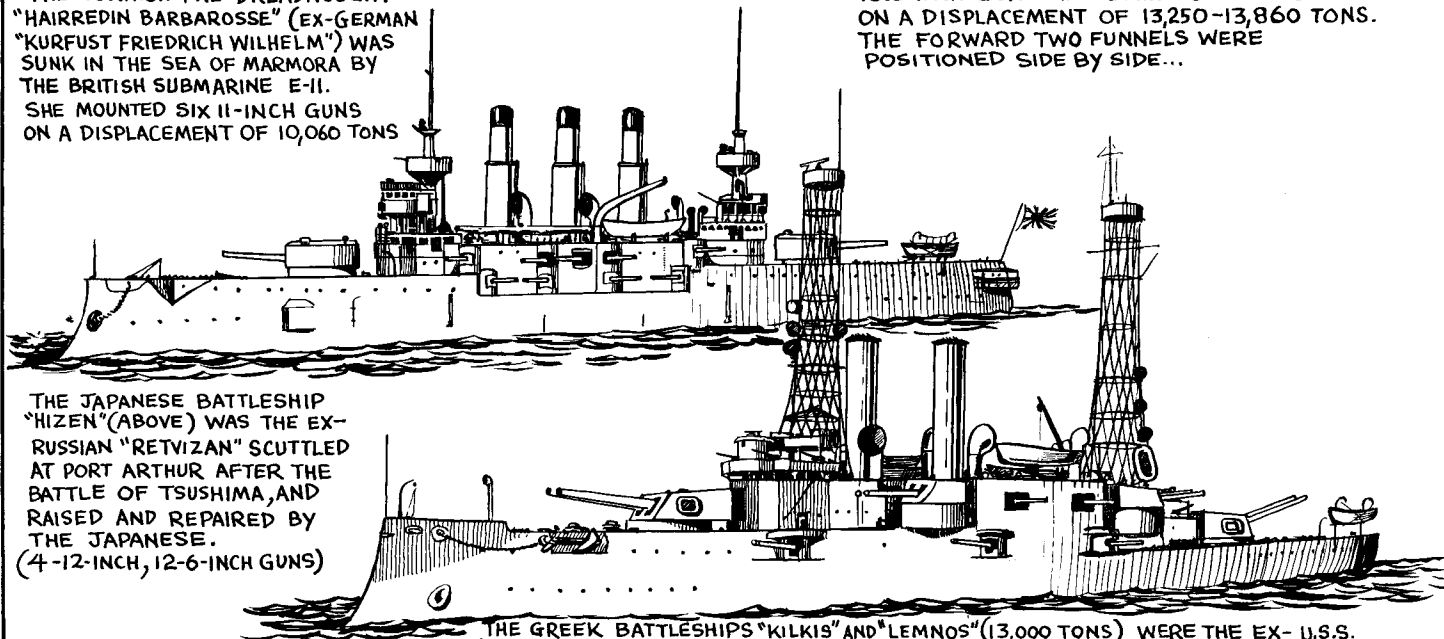
THE MAJOR FLEETS OF WORLD WAR I OVERSHADOWED THE SMALLER NAVIES ENGAGED IN THE GREAT CONFLICT. HERE ARE SOME OF THE MAJOR UNITS OF THE SMALLER COMBATANTS...



THE 4 AUSTRO-HUNGARIAN BATTLESHIPS OF THE "TEGETTHOF" CLASS WERE AMONG THE FIRST DREADNOUGHTS TO MOUNT TRIPLE TURRETS. (TWELVE 12-INCH GUNS, TWELVE 5.9-INCH GUNS) DISPLACEMENT 20,000 TONS.

THE TURKISH PRE-DREADNOUGHT "HAIRREDIN BARBAROSSE" (EX-GERMAN "KURFUST FRIEDRICH WILHELM") WAS SUNK IN THE SEA OF MARMORA BY THE BRITISH SUBMARINE E-11. SHE MOUNTED SIX 12-INCH GUNS ON A DISPLACEMENT OF 10,060 TONS.

THE 3 ITALIAN PRE-DREADNOUGHTS OF THE "SAREGNA" CLASS MOUNTED FOUR 13.5-INCH GUNS AND EIGHT 6-INCH GUNS ON A DISPLACEMENT OF 13,250-13,860 TONS. THE FORWARD TWO FUNNELS WERE POSITIONED SIDE BY SIDE...



THE JAPANESE BATTLESHIP "HIZEN" (ABOVE) WAS THE EX-RUSSIAN "RETVIZAN" SCUTTLED AT PORT ARTHUR AFTER THE BATTLE OF TSUSHIMA, AND RAISED AND REPAIRED BY THE JAPANESE. (4-12-INCH, 12-6-INCH GUNS)

THE GREEK BATTLESHIPS "KILKIS" AND "LEMNOS" (13,000 TONS) WERE THE EX-U.S.S. "IDAHO" AND "MISSISSIPPI", BOUGHT BY GREECE IN 1914 TO OFFSET TWO GERMAN-BUILT SHIPS ACQUIRED BY TURKEY (SEE "HAIRREDIN BARBAROSSE" ABOVE). "KILKIS" WAS CONVERTED INTO AN A.A. TRAINING SHIP IN 1932 AND WAS SUNK BY THE ITALIANS IN 1941....

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