

The CROWSNEST



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The Cover—Following her commissioning at Sorel, Que., May 30, HMCS *Nipigon* had the rare, if not unique, privilege of breaking out two notable flags. One was the personal flag of His Excellency, the Governor-General. The other was the flag of the Naval Board of Canada, a golden anchor on a diagonally divided flag, blue to the mast and red to the fly, modelled on the flag of the Lord High Admiral. The Governor General's flag (signifying the presence on board of His Excellency) has frequently been flown in HMC Ships; the Naval Board flag, flown when two or more members of the Naval Board are embarked, has been broken out a number of times over the years. But seldom, if ever, have the two been worn by the same ship at the same time. Adding to the historic aspect of the occasion was the possibility that, with the Naval Board dissolved in August, this may have been the last time for the Naval Board flag to be flown by a Canadian warship.

LADY OF THE MONTH

A jackstay transfer off Vancouver Harbour provided the opportunity for this dashing picture of HMCS *Mackenzie* as she approached HMCS *Qu'Appelle* from astern. Actually, a triple jackstay transfer was accomplished, the other participating ship being the *Margaree*.

The three ships demonstrated their skills to a group of Vancouver businessmen as part of the ships' participation in the Vancouver Maritime Festival in June.

The *Mackenzie*, name ship of her class, was commissioned at Montreal in October 1962 but now is firmly established as a member of the Pacific fleet. (E-77352)

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RCN NEWS REVIEW

The high-speed attack submarine USS Tang and HMC Ships Mackenzie and Qu'Appelle share space at Centennial Pier in Vancouver during that city's Maritime Festival in June. (E-77332)

Commons Group Views Defences

Nineteen members of the Special Committee on Defence, accompanied by Hon. Lucien Cardin, Associate Minister of National Defence, visited the Canadian Maritime Command Atlantic, July 27-30.

The Parliamentarians took off for Halifax from Ottawa by RCAF transport on Monday and that day toured the RCN Air Station, *Shearwater*, HMC Dockyard, *Stadacona* Fleet School, HM Submarine *Alcide*, aircraft carrier *Bonaventure* and were accommodated overnight in various warships alongside.

On the Tuesday, they witnessed destroyer-helicopter operations on board HMCS *Assiniboine*, then visited the fleet replenishment ship *Provider*. In the afternoon they were briefed on the Maritime Commander's operations and the RCAF Air Officer Commander's contribution to maritime activities. Later there were high level briefings in the Joint Maritime Warfare School on the responsibilities of the Flag Officer Atlantic Coast and his NATO appointment, Commander Canadian Atlantic Sub Area.

On Wednesday, the committee members embarked in two RCAF Argus for a flight to Bermuda where they joined three of the Fifth Escort Squadron's destroyer escorts in "OTT 2/64", and watched one of the serials in which air

and sea elements were co-operating in anti-submarine warfare practice. Besides the ships, a Navy Tracker and HM Submarine *Auriga* were "on stage" for the parliamentarians.

Thursday, the final day, was spent in Norfolk, Virginia, for a briefing by

Naval Aviation Half-Century Old

The Royal Naval Air Service was established as a separate entity on July 1, 1914, and, in recognition of the 50th anniversary of naval aviation, a Fleet Air Arm Museum was opened in May at Yeovilton, England.

The Admiralty Board sent its good wishes "to past and present officers and men of the Fleet Air Arm in recognition of their great contribution to the achievements of the Royal Navy."

The RNAS had its origin in the naval wing of the Royal Flying Corps, which was established on May 13, 1912, with naval and military wings.

A reunion was held at Yeovilton on May 28 and greetings were sent by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, in the following words:

"On behalf of the Royal Canadian Navy I would like to extend greetings and hearty congratulations on the occasion of the 50th anniversary of naval aviation in the Royal Navy together with best wishes for the next 50. The thoughts of many Canadian aviators will be with you at the reunion being held at Yeovilton."

Admiral Harold Page Smith, USN, Supreme Allied Commander Atlantic. Another briefing by Vice-Admiral Charles E. Weakley, USN, Commander U.S. Anti-Submarine Warfare Forces, Atlantic, was prolonged at the request of the Defence Committee at the expense of a tour of navy bases.

Admiral Weakley spared no trouble to oblige and handled all possible questions while the committee was assembled in the carrier USS *Randolph*, alongside at Norfolk.

The tour ended that evening with the return of the travellers to Ottawa.

Haida to Become Floating Museum

HMCS *Haida*, most famous fighting ship in the 54-year history of the RCN, will become the first Canadian warship preserved in this country for posterity.

Haida Incorporated, a syndicate of Toronto businessmen, bought her this summer for an announced \$20,000 and will convert her to a floating museum on the Toronto waterfront.

The 2,800-ton destroyer escort is a storied veteran of the Second World War and the Korean conflict. She was paid off as surplus in October at Halifax in her 21st year and later towed to Sydney. She was taken from there for delivery to the syndicate at Sorel in August. On arrival in Toronto, she will be restored to her wartime appearance.

A commercial pilot with no previous naval connections got the ball rolling to preserve this fighting lady. Neil Bruce had a short cruise in the *Haida* during which her history got into his blood. Since then he has travelled thousands of miles, attended numerous meetings and piled up phone bills "like the national debt" to achieve her preservation.

Aiding in negotiations for the destroyer was Vice-Admiral H. G. DeWolf, a retired Chief of the Naval Staff. He was her wartime captain and for overseas action was awarded the DSO, DSC and four mentions in despatches. After the war he was appointed CBE, awarded the U.S. Legion of Merit (Degree of Officer), French Cross of the Legion of Honour (rank of officer) and the Norwegian King Haakon VII Cross of Liberation.

The *Haida*, built in Britain, was commissioned in 1943, served in Murmansk convoys, then with a mixed Canadian-British destroyer flotilla in the English Channel. Admiral DeWolf, then com-

Stern Warning Given in Gaelic

Not all history books record the tale, but it is said that King James I of England, who was also King James VI of Scotland, carried out some interesting research on the origin of language.

He placed two infants in the care of a deaf-mute nurse on an island off the coast of Scotland, out of all touch with other members of the human race.

Fifteen or 20 years later, he brought the little group back to the mainland and—what do you know?—the brother and sister spoke perfect Gaelic, the language of the Garden of Eden.

Not only was Gaelic spoken in the Garden, it is spoken today in that other Eden, Cape Breton Island. This is the logical reason for the following inscription on the safety record bulletin board at Point Edward Naval Base, Sydney, N.S.:

"DAOINE GUN TUR'S CEANN AOBHAR DO SSIORRAIDHEAN NEO-RIATANACH"—or something to that effect, of which the English translation is "Foolish men cause needless accidents."

According to Cdr. E. B. Morris, Base Superintendent, the great majority of naval civilian personnel at Point Edward Naval Base are of Gaelic Highland Scottish extraction.

What prompted Cdr. Morris to draw attention to the wording of the safety record board were the somewhat loaded remarks of Robert Muir, MP for Cape Breton North and Victoria, to Associate Defence Minister Lucien Cardin in the House of Commons on the subject of a second language in the Armed Forces: "May I suggest to the minister that I hope Gaelic will be considered to be an asset in the services?"



Architect's drawing of the new Oshawa Naval Veteran's Club which was opened recently.

mander, put 14 notches on her bridge rail as a result of surface actions with the enemy. She helped sink a U-boat as well.

Canadian Sailors In Royal Yacht

At the invitation of Her Majesty the Queen, one officer and six men of the RCN will serve in HM Royal Yacht *Britannia* during the Royal Visit to Prince Edward Island and Quebec in October.

They are:

Lt. Ronald Stuart Binnie, *Mackenzie*; Ldg. Sea. Harry Ruppel, signalman in the *Jonquiere*; Ldg. Sea. Ivor Edward MacLeod, cook in the *St. Croix*; AB Earl Edward Pederson, boatswain in the *Mackenzie*; AB John Stanley Gormely, engineering mechanic in the *Assiniboine*; AB Roland J. P. Robitaille, engineering mechanic in *Outremont*, and AB Abbie R. Eddy, boatswain in the *Columbia*.

Selection, consistent with rank and trade requirements of the Royal Yacht, was on a regional basis. The Canadians, all volunteers, will join the *Britannia* at Portsmouth, England, on Sept. 7 and will remain on board as part of the ship's company for about three months.

The *Britannia* is commanded by Rear-Admiral Sir Joseph Charles Cameron Henley, KCVO, CB, Flag Officer Royal Yachts.

Canadians were included in the *Britannia*'s complement for the 1959 Royal Tour of Her Majesty and His Royal Highness the Prince Philip.

Her Majesty will deliver an address in the Quebec Legislature October 10 to mark the centennial of the pre-Confederation Quebec Conference of the Fathers of Confederation. Four days

earlier, Her Majesty will have officially opened the new Fathers of Confederation Memorial Buildings in Charlottetown, unveiling a plaque commemorating the event.

Details for the subsequent visit to Ottawa were not announced immediately.

At Quebec, Her Majesty will also attend a military ceremony marking the 50th Anniversary of the founding of the Royal 22nd Regiment, the famous "Van Doos", of which she is Colonel-in-Chief.

Fraser Rescues Drifting Craft

A Canadian warship came to the rescue of a stricken United States oceanographic vessel in the Pacific Ocean off the coast of Mexico in mid-July.

HMCS *Fraser* based at Esquimalt took the 100-foot *Yaqui Queen* in tow after her engines broke down 150 miles off the coast of lower California.

The *Fraser*, on a training cruise, towed the oceanographic ship to Mazatlan, Mexico.

The *Yaqui Queen*, on charter to the U.S. government, had been drifting for 12 hours. She had a crew of five and three oceanographers on board.

11th Oberon Sub in Service

The *Naval News Summary* for June reports that the 11th Oberon class submarine, HMS *Opossum*, was commissioned June 5 at the Cammell Laird Shipyard, Birkenhead. She is the 19th developed from HMS *Porpoise*, which entered service six years ago.

The report calls attention to her joystick control gear. A petty officer sits in a padded chair at "a console remi-

niscent of a bomber's flight deck". The joystick control gear is more formally known as the "one-man ship-control unit" and is the British equivalent to the American system. The course and depth of the submarine are controlled and an automatic steering and depth keeping device are incorporated. This automation means a reduction in numbers to "drive" the boat, the *Opossum* complement being six officers and 57 men.

All Oberon class submarines but the first one have the joystick control gear, including the three Oberon class being built at HM Dockyard, Chatham, for the RCN, the *Ojibwa*, *Onondaga* and *Okanagan*.

The petty officer at the console has his padded chair while the officer of the watch makes do with a backless stool, since he must keep a watching brief of the whole compartment.

Captain William B. Christie has been appointed to Chatham, England, as Canadian Naval Submarine Technical Representative for the RCN's Oberon class submarine building program.

Captain Christie formerly was Director of Submarine Production at Naval Headquarters, Ottawa.

Donnacona Band Festival Winner

The band of HMCS *Donnacona*, Montreal naval division, won top honours in an Independence Day festival at Rouses Point, N.Y., on July 6.

Led by Lt. J. E. Carviel, bandmaster, and Petty Officer John McBain, drum major, the band won first prize for best military style and first prize as best overall band in the parade.

Fifteen bands participated, including others from Montreal and the northern New York area. The festival was organized by the Rouses Point branch of the U.S. Legion.

Donnacona's band accompanied a contingent of the RCMP.

Communications Centre Opened

No. 7 Communications Unit, St. John's, Nfld., was officially opened on July 31 by Col. H. E. C. Price, Commander Newfoundland Area.

The unit is commanded by Flt. Lt. D. A. Tite, RCAF, and is manned by Canadian Army and RCAF personnel. It will pass administrative and operational messages for the RCN, Army and RCAF and will transfer similar traffic for the United States services.

LETTERS

Dear Sir:

Last November a reunion dinner of ex-*Conway* cadets was held in Toronto at the Royal Canadian Military Institute, attended by 18 ex-cadets. Thirty-two *Conways* were contacted for the event in the Toronto, Ottawa and Montreal areas.

It is intended to hold another dinner in early November at the Royal Canadian Military Institute and we are anxious to contact as many ex-cadets as possible. We would therefore appreciate any assistance you can give us through *The Crowsnest* by mentioning the dinner in your publication.

If any ex-cadets from the training establishments *Worcester* or *Pangbourne* would care to attend, they are most cordially invited.

Details of the arrangements will be issued at a later date. However, those interested should contact

J. A. Mitchell,
Lt.-Cdr. RCNR (Ret),
PO Box 41,
Whitby, Ont.

Thanking you,

Yours very truly,

J. A. MITCHELL

Divers Buy Former Tender

Two Halifax commercial divers have bought the ex-YMG 187 in which they trained and served as naval divers several years ago. Fleming Vemb and Vince Patcheson are converting the concrete-hulled tender to a combined depot ship and houseboat they will moor in Bedford Basin.

Vemb, aged 34, is a Copenhagen-born, third-generation diver who dived for the Germans in the Second World War. He signed on for a hitch in the RCN in 1955, and married a Halifax girl. They and six children will live in the houseboat, with bachelor quarters on board the 900-ton vessel for partner Patcheson.

YMG 187 was a gate vessel holding up part of the wartime anti-submarine net protecting Shelburne harbour. Later she was a diving tender and then lay at the minesweeping base facility in Halifax, declared surplus. The original buyer from Crown Assets found it too costly to tow her to his Shelburne County beach, so the Vemb-Patcheson firm, who in three years have established themselves in several Nova Scotian salvage jobs, took her over. A turn of the wheel for men and vessel!

Sir:

I am writing on behalf of White Ensign Branch, No. 129, Royal Canadian Legion. Our branch is the only one in Canada which is 100 per cent ex-naval personnel.

We are collecting cap ribbons of ships long gone and ships of the present. Ships of the present, so far, have not posed any problem but getting ribbons of ships that have gone is a problem. If any of the readers of *The Crowsnest* have any old cap ribbons they would like to donate, we would be most appreciative.

Many of your readers will probably remember me—"Nobby" Hayward, ex-CPO, TGM. I was always accused of being a "scrounger". With this thought in mind, I am asking ex-naval personnel to look in their old ditty boxes or cap boxes to see whether or not they have any old cap ribbons, and who knows they might even come up with a ship's badge, which we would be delighted to hang on the walls of our club room. All donations will be acknowledged.

Please address all correspondence to me at the below address.

Yours sincerely,

ALBERT F HAYWARD

White Ensign Branch,
Royal Canadian Legion,
726 Gottingen Street,
Halifax, N.S.

NAVAL RECORDS CLUB FORMED

The recent formation of a Naval Records Club to help naval enthusiasts to gather information on ships of all nations, ancient and modern, is drawn attention to in a letter from E. C. Fisher, secretary of the club, 726 North Reynolds Road, Toledo, Ohio 43615, U.S.A.

Mr. Fisher says the \$3 annual membership covers the cost of the club's monthly journal, *Warship International*, which carries articles on naval history and accounts of warships, both current and historical. For example, the June issue carried articles on the loss of HMS *Exeter* and on USN battle cruiser development.

The journal publishes lists of technical and historical facts on ships and fleets, has a ship modeller's page and a news column on current naval developments.

CNS RETIRES

"We wish to express our personal appreciation and that of the government and people of Canada for Admiral Rayner's outstanding service to our country."

THESE WORDS appeared in the joint announcement by Hon. Paul Hellyer, Minister of National Defence, and Hon. Lucien Cardin, Associate Minister of National Defence, of the retirement of Vice-Admiral H. S. Rayner on completion of his four-year term as Chief of the Naval Staff.

The announcement spoke of Admiral Rayner's outstanding service in the Battle of the Atlantic and noted that during his post-war service he had established several "firsts". He was the first commandant of Royal Roads when it became a tri-service college; the first officer to serve as co-ordinator of the Joint Staff at National Defence Headquarters and the first officer to hold the appointment of Canadian Maritime Commander Pacific, when RCAF and RCN elements on the West Coast were integrated into a single maritime force in 1959.

"In all his appointments, culminating in that of Chief of the Naval Staff, Admiral Rayner's leadership, ability and devotion to duty have been of the highest order. His personal qualities and example have commanded the admira-

tion of all who have met him in the course of his distinguished career," the statement concluded.

Admiral Rayner's career almost precisely spanned the period during which the Royal Canadian Navy was headed by a Chief of the Naval Staff.

Rear-Admiral Walter Hose, who retired on June 30, 1934, and who resides at Riverside, Ont., a suburb of Windsor, became the RCN's first Chief of the Naval Staff on March 7, 1928, having previously held the title of Director of the Naval Service.

Admiral Rayner entered the RCN as a cadet exactly six months later, on Sept. 7, 1928, to begin a naval career that was to culminate in his service as the RCN's last Chief of the Naval Staff.

Herbert Sharples Rayner was born on Jan. 16, 1911, at Clinton, Ont. He received his early education at St. Catharines, Ont.

Following his entry into the Royal Canadian Navy as a cadet in 1928, he trained with the Royal Navy and later served in various ships of the RN, including the battleships *Revenge* and *Warspite*. He returned to Canada in July 1933 to serve almost two years in the destroyer *Champlain* before going back to the United Kingdom for further courses and training. After his return to Britain he saw service in the battleships *Rodney* and *Nelson*.



VICE-ADMIRAL H. S. RAYNER

In August 1937 he was appointed to HMCS *Skeena*, River class destroyer, as first lieutenant and was serving in this appointment when the Second World War broke out. He temporarily commanded the *Skeena* in February 1940 and was appointed in command of the destroyer *St. Laurent* in July 1940. From then until early in 1941 the *St. Laurent* was based at United Kingdom ports, escorting convoys in the eastern Atlantic and the approaches to the British Isles. His services earned the Distinguished Service Cross "for courage and enterprise in action against enemy submarines."

The particular action occurred in December 1940 when a convoy came under attack of several U-boats. At

A Farewell from the West Coast Press

Vice-Admiral H. S. Rayner is always assured of a hearty welcome in this city which knows him well and favourably, but there is special significance to his current farewell review of the RCN's Pacific Command. Consequent on the new alignments at defence headquarters his impending retirement means that he will be the last of the long roll of designated chiefs of naval staffs.

This adds to the normal piquancy of a visit by the professional head of the country's senior service, and especially so when the incumbent of this high responsibility is an officer widely esteemed and admired both within and without the navy in which he has forged a notable career spanning 36 years.

It is as a familiar of the Esquimalt station, of course, that Admiral Rayner will this weekend renew his intimacy with the officers and men of the Pacific Coast, whom he will find in the fine state of efficiency that marked his own tenure as flag officer here, the

appointment from which he left four years ago to assume the topmost post in the RCN. He is remembered on local circles also as a former commandant of the Royal Roads tri-service college.

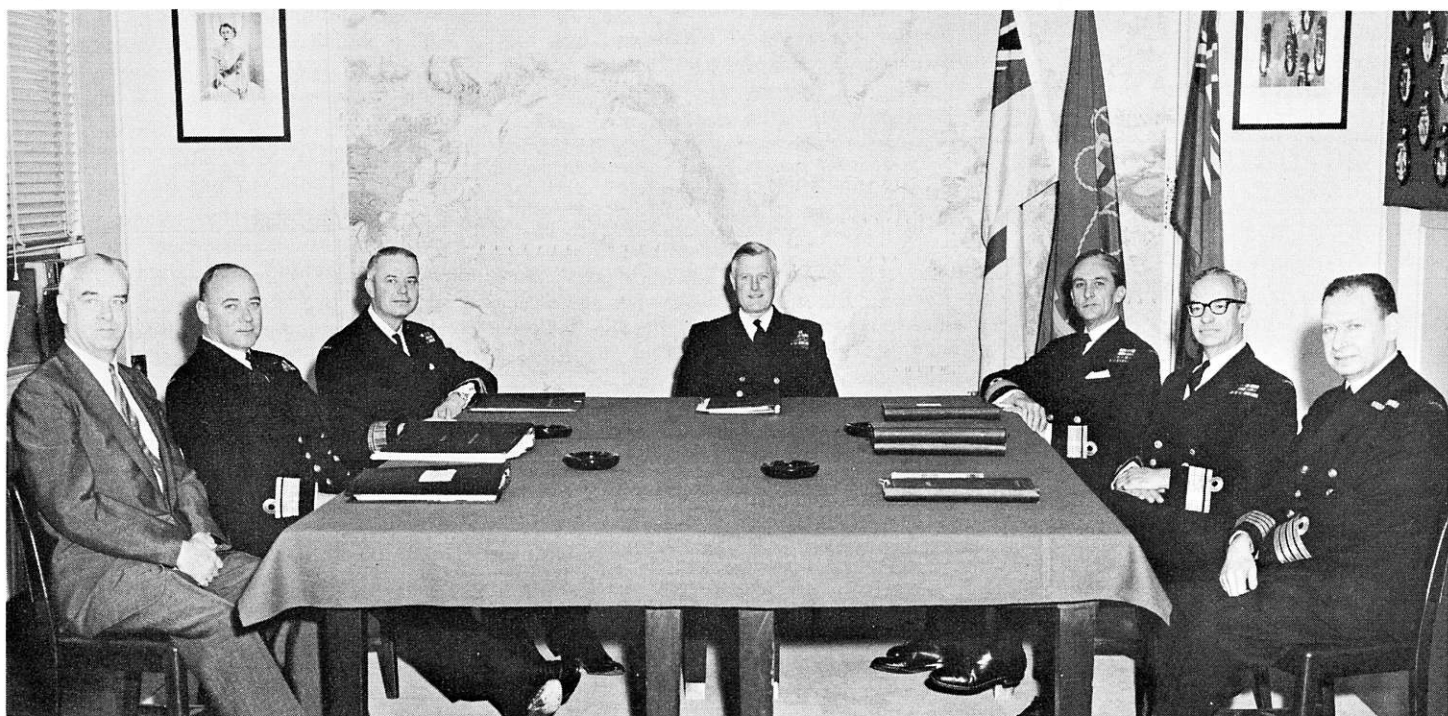
These are links that tie him to his community and illustrate the qualities that ensured his steady upward progress in his country's service. He was a destroyer captain of vigorous pursuit during the war and successively he filled with customary aptitude and acute mind the staff posts that lead to senior naval command.

Not only is Admiral Rayner an officer of unusual attainment in his professional capacities but he is an individual of engaging personal worth who wins loyalty as well as respect, and his retirement means that the navy and the nation loses a chief of staff whose counsel and advice has been of great value to the defence department.

(From an editorial in *The Victoria Colonist*, July 10, 1964).



The Naval Board of Canada met for the first time on Feb. 9, 1942, in the old Aylmer building, torn down shortly after the Second World War to make way for the approaches of the Mackenzie King bridge across the Rideau Canal in Ottawa. At the first meeting, clockwise from lower left, were: Paymaster Cdr. R. A. Pennington, RCNVR, Secretary to the Naval Board; Captain H. T. W. Grant, Chief of Naval Personnel; Commodore 1st Class H. E. Reid, Vice-Chief of the Naval Staff; Vice-Admiral P. W. Nelles, Chief of the Naval Staff; Hon. Angus L. Macdonald, Minister of National Defence (Navy); W. Gordon Mills, Deputy Minister of National Defence (Navy), financial and civil member of the board; Engineer Captain G. L. Stephens, Chief of Naval Engineering and Construction, and Captain G. M. Hibbard, Chief of Naval Equipment and Supply. Only three of those shown in the picture are living: Vice-Admiral Grant, Rear-Admiral Stephens and Commodore Hibbard, all of whom have been retired for some years. (NP-260)



The days of the Naval Board of Canada were numbered when this last picture of its five members and secretariat was taken in the board room at Naval Headquarters in June. From left are: R. A. Stead, Deputy Naval Secretary; Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services; Rear-Admiral K. L. Dyer, Vice-Chief of the Naval Staff; Vice-Admiral H. S. Rayner, Chief of the Naval Staff; Rear-Admiral M. G. Stirling, Chief of Naval Personnel; Rear-Admiral C. J. Dillon, Naval Comptroller, and Captain A. O. Solomon, Secretary, Naval Board. (O-15579A)

The RCN's Chiefs of the Naval Staff

In the 54 years of the Royal Canadian Navy's existence, eight of the nine men at the head of the RCN have borne the title of Chief of the Naval Staff. The first professional head was Admiral Sir Charles E. Kingsmill, Kt, RN (Ret), appointed on May 5, 1910, and entitled Director of the Naval Service of Canada.

Rear-Admiral Walter Hose, CBE, RCN, succeeded Admiral Kingsmill on January 1, 1921. The title of the office was changed to Chief of the Naval Staff on March 7, 1928.

Admiral Percy W. Nelles, CB, RCN, the only officer of the Royal Canadian Navy ever to attain that rank, became Chief of the Naval Staff on July 1, 1934.

Vice-Admiral George C. Jones, CB, RCN, was appointed CNS on Jan. 15, 1944, at which time Admiral Nelles became Senior Canadian Flag Officer

Overseas and, subsequently, Head of the Canadian Naval Mission Overseas.

The sudden death of Admiral Jones on Feb. 8, 1946, was followed by the appointment of Vice-Admiral Howard E. Reid, CB, RCN, as Chief of the Naval Staff on Feb. 28, 1946.

Admiral Reid held the appointment for about a year and a half and was succeeded on Sept 1, 1947, by Vice-Admiral H. T. W. Grant, CBE, DSO, CD, RCN.

Vice-Admiral E. R. Mainguy, OBE, CD, RCN, became Chief of the Naval Staff on Dec. 1, 1951.

His successor was Vice-Admiral Harry G. DeWolf, CBE, DSO, DSC, GD, RCN, who became CNS on Jan. 16, 1956.

The Royal Canadian Navy's eighth and last Chief of the Naval Staff, Vice-Admiral Herbert S. Rayner, DSC and Bar, CD, RCN, assumed office on Aug. 1, 1960, relinquishing the appointment on July 20, 1964.

dawn the *St. Laurent* attacked a surfaced submarine. In company with HMS *Viscount*, the *St. Laurent* continued the attack until 3 p.m., then picked up the survivors of a torpedoed merchant vessel and escorted a damaged ship back to England.

Vice-Admiral Rayner came ashore in February 1942 and until May 1943 served as Staff Officer Operations to the Commanding Officer Atlantic Coast, at Halifax.

Vice-Admiral Rayner commissioned HMCS *Huron*, Tribal class destroyer, in July 1943 and commanded the ship during convoys to northern Russia. One of these was the convey which came under attack by the German battle cruiser *Scharnhorst* before the latter was engaged and sunk by British capital ships.

The *Huron* next operated in the English Channel and the Bay of Biscay before and after D-Day. For his services during this period, Vice-Admiral Rayner was twice mentioned in despatches and received a bar to the DSC.

The second award of the DSC arose out of an action at the western end of the English Channel in which HM Ships *Tartar* and *Ashanti* and HMC Ships *Haida* and *Huron*, along with other ships of the 10th Destroyer Flotilla, joined forces in an encounter with five German destroyers attempting to break through to attack the Allied invasion fleet off Normandy. Four hours after the initial radar detection, one German destroyer was driven aground in flames while the others had been sunk or forced to flee back to Brest.

Later in the month the *Huron*'s guns set fire to a German minesweeper and blew up an armed trawler.

Vice-Admiral Rayner's wartime services received further recognition in September 1946, when the French government awarded him the Croix de la Légion d'Honneur with the rank of Chevalier, and the Croix de Guerre with Palm.

In September 1944 he was appointed to naval headquarters as Director of Plans, and in December 1945 he became Captain (D) at Halifax. He took command of HMCS *Nootka* (destroyer) in August 1946, then in June 1947 was appointed in command of the RCN Air Section, Dartmouth, N.S.

In August 1948 Vice-Admiral Rayner became commandant of the Canadian Services College, Royal Roads. A year later he went overseas to attend the Imperial Defence College, London.

In January 1951 he was appointed Secretary to the Chiefs of Staff Committee at National Defence Headquarters, a post later changed to Co-ordinator of the Joint Staff. With the appointment, he was promoted to the acting rank of commodore and, in July 1951, he was confirmed in that rank.

Vice-Admiral Rayner took command of the aircraft carrier HMCS *Magnificent* on March 11, 1953. Under his command the carrier was the largest unit of the RCN to participate in the Coronation Naval Review, at Spithead, in June of that year.

He was appointed naval assistant to the Chief of the Naval Staff at headquarters in January 1955 and on May 27, 1955, he took up the appointment as Chief of Naval Personnel with the rank of rear-admiral. He was appointed Flag Officer Pacific Coast, with headquarters at Esquimalt on Aug. 14, 1957.

Vice-Admiral Rayner was promoted to his present rank and became Chief of the Naval Staff on Aug. 1, 1960.

His appointment ended on July 20, 1964, and a week later he proceeded on retirement leave.

Vice-Admiral and Mrs. Rayner have six children. The family resides at 187 Clemow Ave., Ottawa.

THERE WAS MORE than ordinary significance to the farewell engagements and visits of Vice-Admiral Rayner, the Royal Canadian Navy's last Chief of the Naval Staff. Not only was the spirit of these occasions suffused with the high regard for the honoured departing guest, his own words and attitude bespoke the affection which he held for the service, its officers, men and women, and the civilian personnel. There was also nostalgic recognition that an era had ended—not that the glory had departed but that in the future it would be shared by others of worthy but unaccustomed traditions.

The Royal Navy has itself been subjected in recent months to a degree of integration at the top and its senior officers considered it fitting that they should honour Admiral Rayner at an Admiralty Board dinner in London on June 1.

Three days later, Admiral Rayner was tendered a farewell reception by the Naval Member, Canadian Joint Staff, London, and his officers.

On June 23, he was guest at a farewell dinner given by the Chief of the General Staff and the Members of the Army Council, Ottawa.

The officers who served under him at Naval Headquarters were his hosts

at a farewell mess dinner at HMCS Carleton, the Ottawa naval division, on July 2.

Admiral Rayner paid a farewell visit to the Pacific Command from July 8 to 12, during which he was a guest at a mess dinner given by seagoing officers, at a Command reception and at a dinner, given by the Lieutenant-Governor of British Columbia, General George R. Pearkes, VC, former Minister of National Defence.

His last visit to the Atlantic Command was made on July 14 and 15, at which time he was dined by the Flag Officer Atlantic Coast and the officers of the Atlantic Command.

From his visits to the Atlantic and Pacific Commands, Admiral Rayner takes with him two similar souvenirs, each one a silver tray adorned with the badges of the ships serving on the respective coasts.

In a farewell message to the Fleet, on July 20, Admiral Rayner said;

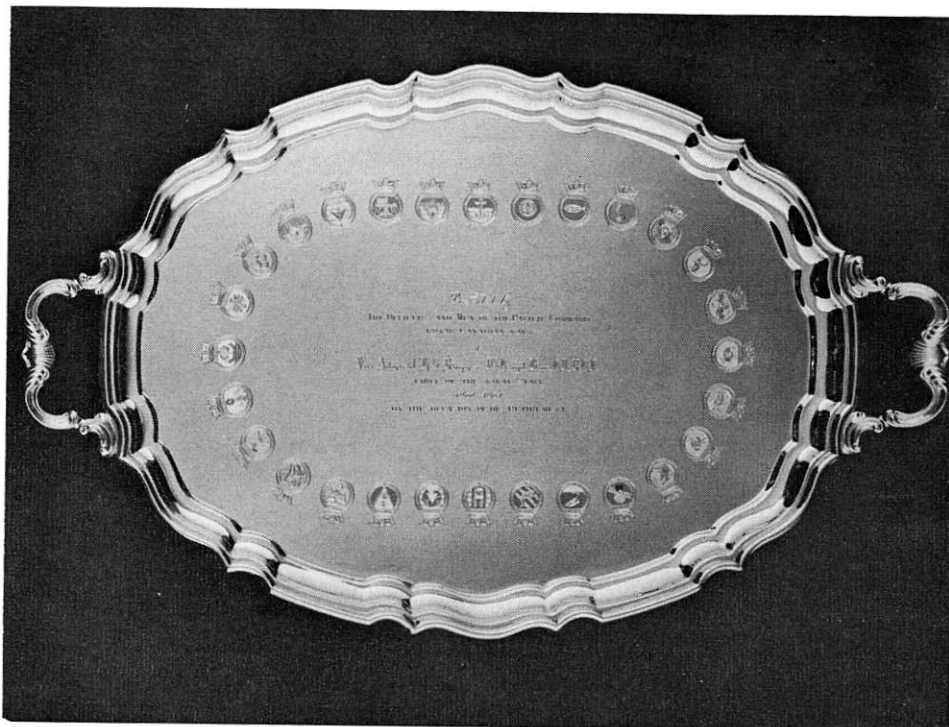
"Today I hand over the appointment of Chief of the Naval Staff to Rear-Admiral K. L. Dyer. I have visited as many commands as I could fit in during a busy schedule to say a personal farewell. This message is addressed to everyone connected with the Navy and especially to many to whom I have been unable to say goodbye.

"We are coming to the end of an era and soon the new integrated organization will be put into effect at National Defence Headquarters. While the appointment of Chief of the Naval Staff will lapse, I am convinced that the Navy will continue to progress. It is built on solid foundations. We have good men in good ships. My visits to the commands have confirmed my belief that we are members of a great service. This has been largely achieved through a very strong driving desire by many personnel to excel at whatever they undertake, whether it be in the operational or technical fields or, indeed, in community enterprises.

"I would like to express my heartfelt appreciation and thanks to both uniformed and civilian naval personnel for your loyal support and dedicated efforts to maintain an efficient and progressive Navy. It is my earnest hope and expectation that you will continue to give the same devoted service to the Navy when it is integrated so that our country will continue to have the strong Navy that it needs.

"Goodbye and God bless you all."

DURING the 11-day interval between Vice-Admiral Rayner stepping down and the formation of the new headquarters organization Rear-



Personnel of the Atlantic and Pacific Commands presented similar silver trays, each adorned with the badges of ships serving in the respective commands, to Vice-Admiral H. S. Rayner as farewell mementoes. Shown is the tray presented by the Pacific Command during his farewell visit here. (E-77410)



During his farewell visit to the Pacific Command, Vice-Admiral Rayner was the guest of commanding officers of the Fourth Escort Squadron on board the Beacon Hill. For the occasion, Ldg. Sea. Allan E. Penny, a cook in the ocean escort, baked a special cake, which Admiral Rayner is seen admiring. The cake was later presented to the children of the Queen Alexandra Solarium. (E-77450)



VICE-ADMIRAL K. L. DYER

Admiral K. L. Dyer was Acting Chief of the Naval Staff, a post he vacated on assuming the appointment of Chief of Personnel, in the rank of vice-admiral, on August 1.

In a general message on July 23, Admiral Dyer said:

"On assuming my new appointment, I wish to assure all officers, men and women of the Royal Canadian Navy and Royal Canadian Naval Reserve,

along with the civilian managers and employees serving with the Navy, of my continuing interest in their behalf. Having spent most of my life in the Navy, I know and share the pride that you have in your service and appreciate the sacrifices that you have made for our country.

"As Acting CNS my appointment will be a temporary one. The three service headquarters are in a transitional stage. After the new legislation enacting a single Chief of Defence Staff in place of the existing Chief of Staff has been proclaimed, our loyalty, dedication and respect will naturally and willingly be given to the new Chief of Defence Staff, Air Chief Marshal F. R. Miller, to help him in his heavy and responsible duties.

"At that time, I will become the Chief of Personnel and Principal Naval Adviser to the Defence Staff. This latter function has been approved by the Minister as additional assurance that adequate representation in naval matters will be available to Defence Staff and Defence Council.

"It is an important principle of the new organization that an acceptable level of specialized service be maintained in the integrated Canadian Forces Headquarters. In addition, in appointing integrated staff, the need is recognized that an adequate and fair distribution be made from within the three services.

"To a great degree it will be necessary to place immediate reliance on the naval elements of the headquarters staff to maintain touch with maritime developments while carrying out my overall personal responsibilities. However, I hope it will be possible, as Chief of Personnel, to visit the Fleet and shore establishments personally and maintain contact this way as well.

"It is realized that there are many unanswered questions in individual minds regarding the implications of the new policy. As implementation proceeds from the currently developing plans, it is intended that as wide a circulation of information as possible be made.

"There may be interim difficulties and unexpected situations to be faced in setting up the new organization. While these should have a minimal effect on the Fleet, we must be ready to meet them and be prepared to learn new ways. At the same time, I know our comrades-in-arms will benefit from our experiences in operating efficient and economical forces.

"Given the whole-hearted co-operation of all individuals, the problems will be overcome and the aim achieved of providing Canada with a defence organization suited to its needs. I have the utmost confidence that all of us in the Navy will give this support for the good of the service and our country."

INTEGRATION

ON AUGUST 1, 1964, a new era began for the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force.

On that day Naval Headquarters, Army Headquarters and RCAF Headquarters ceased to exist, the posts of the various Chiefs of Staff were vacated and command became centred in one Chief of Defence Staff and one Canadian Forces' Headquarters.

Under the CDS and the Vice-Chief of Defence Staff (VCDS), the headquarters organization includes a Defence Staff Secretariat, a Planning Staff and the four following functional branches:

Secretary Defence Staff: Responsible to the CDS for the co-ordination and dissemination of orders, instructions and information and the general handling and conduct of correspondence and messages;

Assistant Chief of Defence Staff (ACDS): Responsible to the VCDS for plans, intelligence, programs and systems analysis;

Chief of Operational Readiness (COR): Responsible for operations, operational training, readiness of forces, operational requirements, army militia, flight safety;

Chief of Personnel (CP): Responsible for manning, officers' and men's careers, individual training, security, personnel services, including chaplains, medical, dental, welfare and policy for pay and allowances;

Chief of Logistics, Engineering and Development (CLE): Responsible for development, material procurement, supply management, material maintenance, transportation and movements, engineering policy and programs, systems and sub-systems engineering;

Comptroller General (CG): Responsible for budget and program financial management, accounting services, including military pay, general organization and establishments and management engineering services.

The evolution from single-service directorates to integrated divisions and directorates will in most cases be gradual, the rate of change varying between branches, depending on the size and complexity of functions. In the meantime, while continuing as single service entities, directorates will be responsible to a higher integrated staff level.

Following are the appointments of senior personnel in the new integrated Defence Staff, as announced by Hon. Paul Hellyer, Minister of National Defence:

Chief of Defence Staff: Air Chief Marshal Frank Miller, 56, former Chairman, Chiefs of Staff Committee.

Vice-Chief of Defence Staff: Lieutenant-General Geoffrey Walsh, 54, former Chief of the General Staff.

Chief of Operational Readiness: Lieutenant-General Jean Victor Allard, 51, former Major-General Survival.

Chief of Personnel: Vice-Admiral Kenneth Dyer, 48, former Vice-Chief of the Naval Staff.

Chief of Logistics and Engineering: Air-Marshall Clare Annis, 52, former Vice-Chief of Air Staff.

Comptroller General: Lieutenant-General Robert Moncel, 47, former General Officer Commanding Eastern Command, Halifax.

Assistant Chief of Defence Staff: Air Vice-Marshall Wilfred Bean, 51, former Air Member for Technical Services.

Following are the names of Deputy Chiefs:

Deputy Chief of Operational Readiness: Rear-Admiral Robert P. Welland, 46, former Senior Naval Officer Afloat (Atlantic).

Deputy Chief of Personnel: Air Vice-Marshall Maxwell P. Martyn, 51, former Acting Air Member for Personnel.

Deputy Chief of Logistics and Engineering: Major-General George Lilley, 51, former Army Comptroller General.

Deputy Comptroller General: Rear-Admiral Charles J. Dillon, 52, former Naval Comptroller.

A second deputy position is authorized under the Chief of Logistics and Engineering but will not be filled until a later date. Meanwhile, the heads of the present Technical Services branches will carry on in their duties for a limited time, in order to keep the Services supply systems functioning during the transitional period when the three very different systems are being synchronized as the first essential step toward their integration into a single, automated system.

BIOGRAPHIES

Air Chief Marshal Frank R. Miller, CBE, CD

Chief of Defence Staff

AIR CHIEF MARSHAL Miller was born on April 30, 1908, at Kamloops, B.C., and graduated from the University of Alberta with the degree of BSc in Civil Engineering. He joined the RCAF in 1931 and served in various flying, training and administrative capacities until the outbreak of the Second World War.



AIR CHIEF MARSHAL
FRANK R. MILLER

During the war, Air Chief Marshal Miller served in numerous senior positions in Canada, commanding special training schools, including the Air Navigation Schools at Rivers, Man., and Penfield Ridge, N.B. and the General Reconnaissance School at Summerside, P.E.I. He also served at Air Force Headquarters as Director of Training Plans and Requirements and as Director of Training.

He proceeded overseas in 1944 and served with the Canadian Bomber Group in the capacity of Station Commander and later as Base Commander. In the spring of 1945 he was selected to fill a senior appointment in the "Tiger Force" in preparation for operations against Japan. After his return to Canada in 1945, Air Chief Marshal Miller was posted to Air Matériel Command as Chief Staff Officer and later became the Air Officer Commanding. He attended the United States National War College from August 1948 until September 1949, at which time he assumed the appointment of Air Member Operations and Training at AFHQ.

In August 1951 he was appointed Vice-Chief of the Air Staff. In addition to the heavy responsibility he carried in this position, he made an outstanding contribution in the field of Canada-U.S.A. military relations as the Canadian air representative on the Canada-U.S.A. Permanent Joint Board on Defence.

In August 1954 Air Chief Marshal Miller was appointed to the position of Vice-Air Deputy at SHAPE Headquarters, Paris. He was appointed Deputy Minister of the Department of National Defence on August 15, 1955.

In April 1960 he was appointed Chairman, Chiefs of Staff, with the rank of Air Chief Marshal.

He became Chief of Defence Staff on August 1, 1964.

In January 1946 the Air Chief Marshal was appointed a Commander of the Most Excellent Order of the British Empire for distinguished service and was also mentioned-in-despatches in 1945 while serving overseas.

Vice-Admiral Kenneth Lloyd Dyer, DSC, CD, RCN

Chief of Personnel

VICE-ADMIRAL Kenneth Lloyd Dyer was born in Toungoo, Burma, on October 7, 1915. He came to Canada in 1928, attended King's Collegiate School, Windsor, N.S., and the University of King's College, Halifax, and in 1933 entered the Royal Canadian Navy as a cadet. His early training was with the Royal Navy.

In 1934-35, he served as a midshipman in the battle cruiser HMS Hood, and later, in the British cruiser Enterprise.

After courses ashore in Britain, Vice-Admiral Dyer was appointed to the sail training vessel HMCS Venture and then the destroyer Saguenay in 1938. He left the ship in April 1940 to take an advanced gunnery course at the Royal Naval Gunnery School, Portsmouth.

His course was interrupted a month later when he, like most other available officers and men, was called upon to take part in the evacuation of France, both at Dunkirk and St. Valery.

Returning to Canada in 1941, Vice-Admiral Dyer was gunnery officer of HMCS Stadacona until May 1942 when he was appointed in command of the destroyer Skeena. Two months later, his ship shared a U-boat kill with the corvette Wetaskiwin after a four-hour hunt. Rear-Admiral Dyer was awarded the Distinguished Service Cross for his part in the action.

In April 1944 he took command of the destroyer Kootenay and early the following year was appointed Training Commander at HMCS Somers Isles, the RCN sea training base, Bermuda.

Following the war, Vice-Admiral Dyer served for two years as executive officer of the aircraft carrier Warrior and in 1948-49 took staff courses in Britain, followed by an appointment to Naval Headquarters, Ottawa, as Deputy Chief of Naval Personnel.

In October 1951 he became commanding officer of the aircraft carrier Magnificent and in April 1953 was ap-

pointed in command of the RCN Barracks at Esquimalt and promoted to the rank of Commodore.

Vice-Admiral Dyer became Assistant Chief of Naval Staff (Warfare) in September 1954 and in 1956-57 attended the National Defence College, Kingston. In July 1957 he was appointed to Naval Headquarters as Chief of Naval Personnel and promoted to his present rank.

Vice-Admiral Dyer was appointed Flag Officer Atlantic Coast, Maritime Commander Atlantic and Commander Canadian Atlantic Sub-Area of NATO in August, 1960.

He became Vice-Chief of the Naval Staff at Naval Headquarters, Ottawa, on July 11, 1963.

On August 1, 1964, he became Chief of Personnel in the integrated headquarters staff and was promoted to his present rank.

Rear-Admiral Robert Philip Welland, DSC and BAR, CD

Deputy Chief of Operational Readiness

REAR-ADMIRAL Robert P. Welland was born March 7, 1918, and entered the Royal Canadian Navy as a cadet in August 1936 from McCreary, Manitoba. He now makes his home in Ottawa.

After training with the Royal Navy, he returned to Canada early in 1940 and was appointed to the River class destroyer *St. Laurent*. Later that year the *St. Laurent* sank a German U-boat off the coast of Scotland and Rear-Admiral Welland was awarded the Dis-



REAR-ADMIRAL R. P. WELLAND

tinguished Service Cross for "courage and enterprise in action."

In 1941 he took anti-submarine specialist training in Britain, and later became staff officer (anti-submarine) to the Commanding Officer Pacific Coast. In January 1943 he was appointed executive officer of the destroyer *Assiniboine* and in October of that year became commanding officer of the ship. In December 1944 he took command of the Tribal class destroyer *Haida* and commanded that ship until the end of the war.

During the Korean hostilities Rear-Admiral Welland commanded the destroyer *Athabaskan*, a unit of the first Canadian naval contingent to the United Nations force. During this command he was awarded a Bar to his DSC for "courage and initiative" in the Korean theatre. He was also mentioned in despatches and awarded the United States Government Legion of Merit, Degree of Officer, for his services during this period.

In 1953 Rear-Admiral Welland commanded the naval component of the Canadian Armed Forces contingent that attended the Coronation of Her Majesty, Queen Elizabeth II.

He later served at Naval Headquarters as Director of Naval Training and in August 1954 he became commanding officer of HMCS *Venture*, junior officer training establishment at Esquimalt.

Rear-Admiral Welland took command of the cruiser *Ontario* in August 1956 and a year later was appointed in command of HMCS *Shearwater*, naval air station.

In July 1961 he was appointed Assistant Chief of the Naval Staff (Air and Warfare), at Naval Headquarters.

Rear-Admiral Welland became Senior Canadian Officer afloat Atlantic in October 1962.

On June 17, 1964, he became acting Vice-Chief of the Naval Staff at Naval Headquarters. His appointment as Deputy Chief of Operational Readiness and his promotion to his present rank were effective on August 1, 1964, with the formation of the integrated Canadian Forces Headquarters.

Rear-Admiral Charles Joseph Dillon, CD

The Deputy Comptroller General

REAR-ADMIRAL Charles Joseph Dillon was born in Montreal on April 27, 1912, and entered the former RCNVR as a cadet in 1931. For the next seven years he served in naval ships and establishments on both coasts and



REAR-ADMIRAL C. J. DILLON

in 1938 was on board the schooner, HMCS *Venture*, during her first training cruise to the West Indies.

At the outbreak of the Second World War Rear-Admiral Dillon went on active service. He held pay and secretarial appointments ashore and served as supply officer in the auxiliary cruiser *Prince Henry* and the Canadian-manned escort aircraft carrier HMS *Nabob*.

He transferred to the RCN in 1944, while serving in HMCS *Avalon*, RCN establishment at St. John's, Newfoundland.

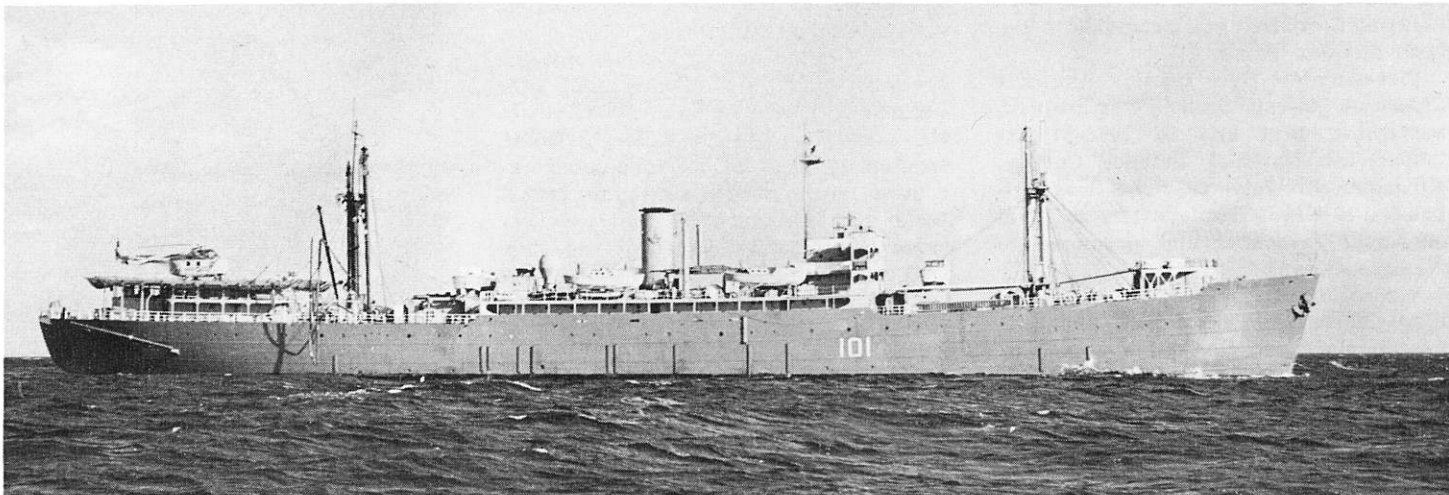
In November 1945 he was appointed to Naval Headquarters and two years later he became Naval Secretary. In July 1950 he assumed the duties of Command Supply Officer, Pacific Coast, and in September 1952 was appointed Command Supply Officer, Atlantic Coast.

He returned to Naval Headquarters in August 1954 as Deputy Supply Officer-in-Chief and in August 1955 became Supply Officer-in-Chief of the RCN.

Rear-Admiral Dillon attended the Imperial Defence College, London, England, prior to taking up the appointments of Senior Naval Officer, St. Lawrence River Area and Naval Officer-in-Charge, Montreal, in January 1962.

He was appointed Naval Comptroller and a member of the Naval Board in July 1962.

His new appointment as Deputy Comptroller General in the integrated Armed Forces staff was effective August 1, 1964.



HMCS Cape Scott will provide transport for the scientists of a half-dozen Canadian universities to Easter Island on a fact-finding medical mission. Although Easter Island is 4,460 nautical miles due south of Piapot, near Saskatchewan's western border, the facts of geography make Halifax closer to the lonely Island than is Esquimalt. (HS-59754)

EASTER ISLAND EXPEDITION

THE DEPARTMENT of National Defence will co-operate with six Canadian universities and other scientists on a fact-finding medical mission to Easter Island being undertaken with the consent and co-operation of the government of Chile, it was announced by Hon. Paul Hellyer, Minister of National Defence.

The repair ship HMCS *Cape Scott*, based at Halifax, will take an expedition of medical scientists to Easter Island in December 1964. The Easter Island Expedition Society will obtain data on the distribution of disease and hereditary factors in the isolated population of the South Pacific island.

Sponsored initially by the World Health Organization, the expedition forms part of the Human Adaptability Project of the International Biological Program.

The *Cape Scott*, commanded by Cdr. C. A. (Tony) Law, will sail from Halifax Nov. 16, reaching Easter Island Dec. 14. After a nine-day stay there she will proceed on a southeastern Pacific cruise until her return to Easter Island Feb. 11 to embark the expedition. She ship will sail in mid-February for Halifax where she is due to arrive March 17.

The expedition is being undertaken by staff members of six Canadian universities, with the participation of scientists from Chilean, British, United States and Scandinavian medical schools. Canadian universities are McGill University, Montreal; the University of Montreal; Dalhousie University, Halifax; University of Toronto; Uni-

versity of Manitoba, Winnipeg, and University of British Columbia, Vancouver.

Approximately 25 scientists will participate under the general supervision of Professor Stanley C. Skoryna, director of the Gastro-Intestinal Research Laboratory and associate professor at McGill. Dr. H. Roche Robertson, Principal and Vice-Chancellor of McGill, is president of the Easter Island Expedition Society. Never before has such a medical survey been undertaken by Canada on such a large scale. It will take about two months.

Four medical teams will examine the population composed of 1,200 individuals and collect biological specimens. In addition, several scientists will be in charge of specialized studies in the fields of epidemiology, bacteriology, genetics, hematology, sociology and anthropology.

Surgeon Captain Richard Roberts, RCN, Chief of Medicine, Canadian Forces Hospital, Halifax, will be in charge of medical examinations. His wife, Professor Maureen Roberts, of Dalhousie University, will supervise genetic studies.

Easter Island is located at 27° 20' S; 109° 20' W in the South Pacific, about 2,200 miles from the coast of South America. Its only regular contact with the mainland is the annual visit of a supply ship from Chile. Pitcairn Island, 1,100 miles to the west, is the nearest inhabited land. The Canadian expedition will voyage some 5,000 miles to Easter Island from Halifax, bringing with it in HMCS *Cap Scott* a "portable"

medical laboratory. Halifax is the nearest Canadian port.

Some scientists claim that the population arrived from the Polynesian islands. Others, notably the Norwegian Thor Heyerdahl, of "Kon-Tiki" fame, proposed the theory that at least part of the inhabitants came from South America.

A strange and fascinating culture arose on Easter Island and much mystery surrounds to long-faced, long-eared statues, often surmounted by tall cylindrical hats, found there. The statues, associated with burial platforms, are often as high as a two-storey building.

The island was discovered for the western world by the Dutch admiral, Jacob Roggeveen, on Easter Day, 1772. Notable explorers who visited there were Captain James Cook in 1774 and La Perouse of France in 1786. The population has numbered perhaps as many as 4,000 but was decimated by tribal warfare, slave traders, and introduced diseases. There were only 172 people when, in 1888, Chile officially took possession. The island is administered by the Chilean navy.

HMCS *Cape Scott*, the sea transport, is an 11,270-ton repair ship built for the Royal Navy at Vancouver in 1944. As HMS *Beachy Head*, she served as an escort maintenance vessel in the Far East and later as HMS *Vulcan* of the Royal Netherlands Navy. Returned by Britain to Canada in 1952, she was commissioned HMCS *Cape Scott* in 1959 at Halifax for employment in support of the RCN Atlantic fleet.

THE CYCLIC SYSTEM



UNTIL 1957 RCN trades were composed of separate user and maintainer specialists. Following the report of the Ad Hoc Committee on RCN Personnel Structure (Tisdall Committee) the user-maintainer concept was applied to many trades. The period of implementation was not without headaches. Many tradesman of the old categories were not fully adaptable to conversion to the new structure. These men, however, continue to be of great value to the Navy, because the functions at which they are adept are still necessary.

In early 1964 a RCN Personnel Structure Review Team, chaired by Rear-Admiral W. M. Landymore, was formed to examine the progress of the Navy towards its new structure, including an assessment of the user-maintainer concept. The review team, in its deliberations, assessed the state of user-maintainer efficiency as indicated by tradesmen developed *entirely by the new system* rather than by studying the problems of user-maintainer tradesmen converted from the former user and maintainer trades. The review team recommendations in this respect are designed to accelerate the development of fully trained tradesmen in the Navy.

Many persons have asked about the timing of the review team's investigations *vis-à-vis* the current movement towards integration of the three services. The answer is that the Defence Force will still require to operate ships, the ships will need tradesmen to operate and maintain their equipment and watchkeeping officers will remain essential. There can be no better time for the Navy to have a look at itself in order to provide the new Chief of Defence Staff with a naval arm which will stand up to his requirements in the near and more distant future.

Broadly, the finding of the review team, as reported to the Naval Board,

was that structure introduced as a result of the Tisdall Committee recommendations was sound. An opportunity was given to all persons in the Navy to submit briefs or criticisms and, if they desired, to appear before the review team to amplify a written brief. In addition, the review team summoned various responsible authorities to gain the benefit of their thoughts on all aspects of the Navy. In all, 215 briefs were submitted to the team, and a total of 102 officers and men appeared before it. Witnesses ranged from rear-admiral to able seaman.

The review team's look was to the future. The present and past were used only as a guide. It was established that the officers and tradesmen produced by the current RCN personnel structure would be adequate to maintain our vessels in the years to come.

Specifically, commanding officers were highly complimentary with regard to the product of the ROTP entry officer-career plan. The most senior of this category were, by early 1964, lieutenants employed in their second sea phase. Again, specifically, the highest praise was heard for the standard-trained product of the seaman user-maintainer concept. The senior of these, in early 1964, were newly qualified trade group 3 tradesmen, who have only recently been drafted to sea.

Many criticisms were heard concerning the efficiency of components of the Navy or of the Navy as a whole. Many of these were valid but not to the point. A large number of the criticisms directed toward the structure which the review team was examining were, on analysis, not criticisms of the structure at all but could be directly related to shortages of personnel and instability in ships' companies. A second look at the spectrum of criticisms will show that, if the Navy could greatly increase stability and aim at reducing personnel

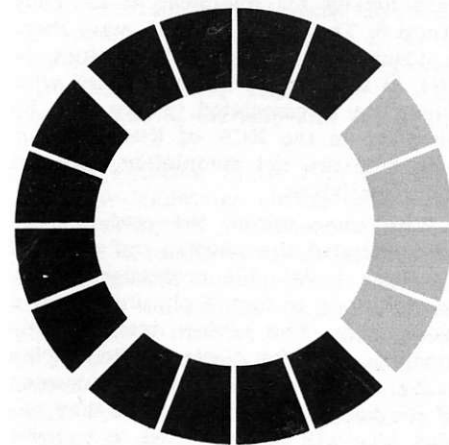
shortages, large benefits in efficiency could result. Shortages of personnel include shortages of *trained* personnel.

In fact, the gravest situation facing the RCN today is one of personnel training. It has been very hard to spare personnel for training without adversely affecting the Navy's ability to meet its commitments. Towards this end the review team made several major recommendations:

- That the men's initial engagement be increased from 3 to 5 years;
- that a four- to six-week basic trade indoctrination course should be introduced before the commencement of "on-the-job" training;
- that all men should be trained to group 2;
- that trade group 3 tradesmen be considered the "centre of gravity" of the user-maintainer structure;
- that a new principle of ship employment, to be known as "The Cyclic System", be introduced.

It is quite apparent that the five-year engagement would have been introduced, even without deliberation of the Personnel Structure Review Team. Experience with the three-year engagement has shown that the base of recruits, from which our tradesmen are trained, is not broad enough. In addition, the effective time of men in their first engagement has not been sufficiently rewarding to the service. Mathematically our re-engagement rate is sufficient to maintain a stable Navy, if the initial period is five years, but not if it is only three years.

As we are now carrying numbers of men who contracted for a three-year engagement and who will be followed by recruits who engage for five years, it is most desirable, from the Navy's point of view, to have numbers of the three-year men extend their initial engagement by two years. With plans to be put into effect the review team con-



siders that, in relation to opportunities in civilian life, this opportunity should appear attractive to good men. It is quite usual for a man at the end of his first three years to be an able seaman, trade group 1. It will be quite usual for a man at the end of five years to be a leading seaman, trade group 2. The difference in pay between these two stations brings the seaman to a wage which is quite favourable in comparison with his expectations in civilian life. Some men could do better on "civvy street" but statistics show that a lot of men do much worse.

If the initial engagement is for five years, it is feasible to train *all* men to trade group 2. This is good for the men and good for the Navy. It simply was not practical under the three-year initial engagement.

Trade Indoctrination

THE TISDALL REPORT recommended that *wherever feasible* early training should be "on-the-job". In implementation, a heavy accent was placed on doing without formal training. The review team has recommended that the principle be altered to have a four-to-six-week trade indoctrination course for most trades, to be inserted between new entry training at Cornwallis and the man's first sea draft. In making this recommendation the review team did not intend to do away with the longer trade courses which have been established for new entry communications and air trades.

Under the concept of making trade group 3 the "centre of gravity" groups 1 and 2 are merely stepping stones on the route to trade group 3. The trade group 2 product is visualized as a proficient operator but, in the maintenance field, is intended to be a preventive maintainer and an assistant to the trade group 3 and 4 tradesman. His full development into proficiency in maintenance awaits his qualification to trade group 3. The trade group 3 man, then, is visualized as a user-maintainer *in fact*, in the area of the equipment with which he is associated. There will be no place in the RCN of the 1970s for men who are not completely adept at their specialties.

With some regret, the review team recommended the phasing out of what has been a valuable profession in our service. It is, in fact, a phasing out of a name only. The review team recommended that the electronic technician (LT) trade be displaced by tradesmen of the various allied trades. If they desire, LTs will be permitted to transfer

to other trades. If they wish to remain LTs, they will be permitted to do so and will proceed via a career as if the LT trade were remaining at full complement. In other words, as senior LTs proceed to retirement their places will be filled by promotion of juniors. When the last man in such a chain of promotions vacates a complement position, this complement position will be allocated to one of the user-maintainer trades of the so-called "electrical trades". The remaining LTs will be used to off-set tradesmen who have been converted from former user trades, and whose best employment until they retire is frequently on the operational side of the house.

The electronic technician, by various names, has been a valued contributor to the efficiency of our ships since early in the Second World War. The review team recognized his value, but his position on board ship is often somewhat of an anomaly. His divisional officer is frequently the engineering officer but his major employer may be the weapons officer or the operations officer—frequently partly both. He has been expected to delve deeply into a wide variety of equipment while at the same time specifications for tradesmen of other trades called for deeper training in a narrower variety of equipment. His employment on board, as could be expected, frequently screened other tradesmen away from assuming their proper position and responsibility for maintenance of their own equipment. In addition, the maintenance of the LT structure has recently been affected by the diversion of promising candidates from other trades.

The Cyclic System

THE RCN CYCLIC SYSTEM of employment of the fleet has been developed to provide, amongst other things, predictable opportunities for early training through the lower trade groups. At the same time, the employment of the tradesman has been stabilized so that he can anticipate suitable long periods of employment—without drafts from job to job—to prove out his training and to develop the necessary qualities to prepare him for further training.

To understand the principles of the RCN Cyclic System for employment of one ship or squadron, refer to Figure 1.

One cycle is 16 months' duration, divided among four phases. Phase I is an alongside period for ship maintenance and personnel training.

On completion of Phase I the ship proceeds to sea in Phase II for workups, squadron exercises and probably a cruise. This is a phase of increasing ship efficiency.

Phase III, the Fleet Phase, represents the highest state of operational readiness of HMC Ships. Ships in this phase will be the first to be called up to meet an emergency.

Phase IV, designated "Personnel Assistance Phase", is a period of gradual running down of the ship's operational availability. In this phase some men will be withdrawn early for courses which are too long to be accommodated in the four months of the approaching Phase I. Ship employment will include cadet training, showing the flag at local festivities and certain trial projects.

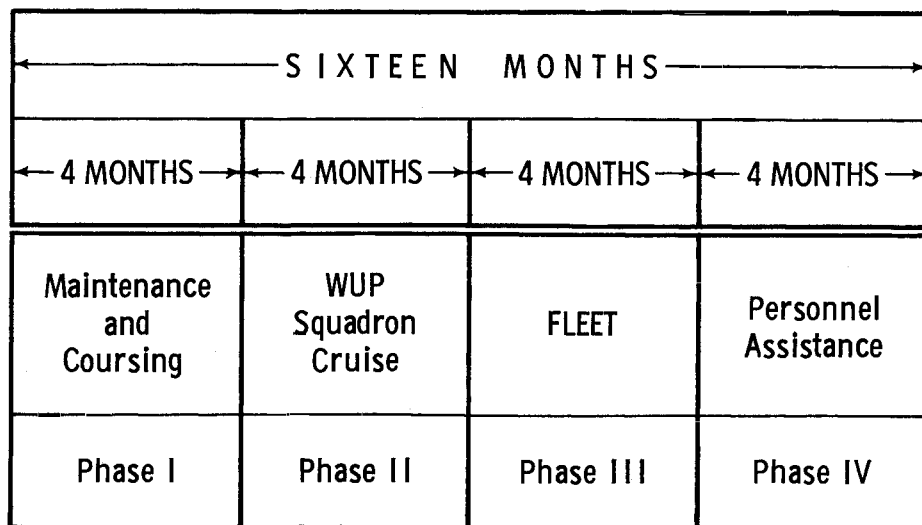


Figure One

EMPLOYMENT OF MEN IN FIRST 5-YEAR ENGAGEMENT UNDER CYCLIC SYSTEM

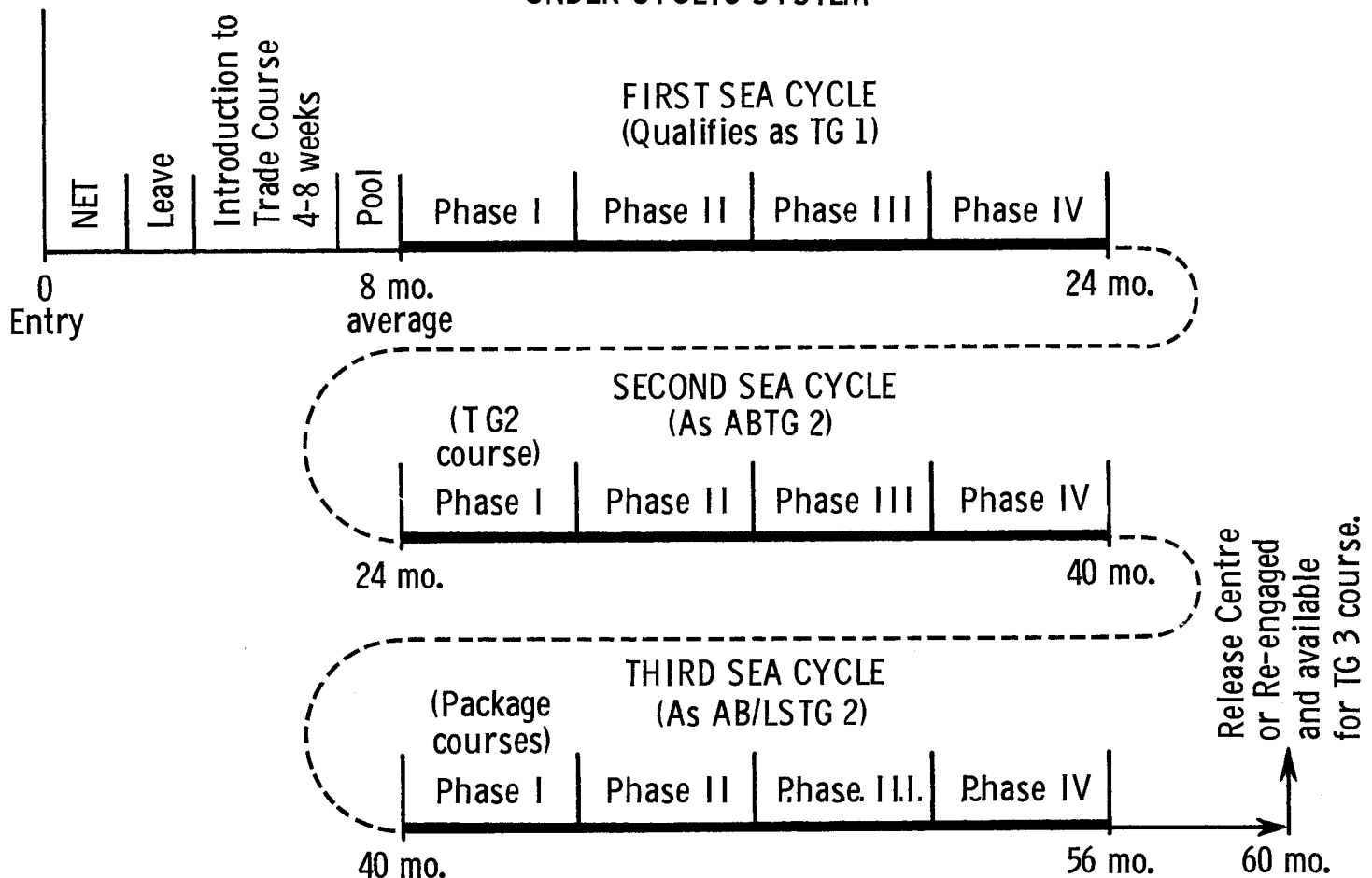


Figure Two

Ships in other squadrons follow identical cycles, but the cycles are so distributed that, at any given time, there is a squadron carrying out each phase listed. Should an emergency arise, of a nature greater than can be handled by ships in the Fleet Phase, these ships will be augmented by ships from Phase II or Phase IV or, if sufficiently severe, from both. The operational commander will thus be able to count on immediate availability of one quarter of his ships in the highest state of efficiency, and another half able rapidly to reach a similar state.

The ship's commanding officer will be able to count on stability in his ship's company during the various operational phases of the cycle. Ships' companies will be so selected that no man will reach expiration of his normal engagement during the operational phases. No man need be drafted from the ship for courses, because a large proportion of the ship's company will be available for necessary courses, at the same time, during phase I.

Forecast of Seaman Employment

THE PATTERN of employment for seamen developed below is for a tradesman who has a high proportion of seetime in his first engagement. Employment will, of course, vary from trade to trade.

In his first five-year engagement, the typical seaman will follow the pattern of employment shown in Figure 2.

After new-entry training, and assignment to a trade for which he is suited, the typical new entry will be given a four-to-six week trade familiarization course. Upon completion he will be drafted together with trainees of similar engagement dates, to a squadron entering Phase I of the Cyclic System. During the first cycle he will receive on-the-job training with the object of achieving trade group 1 at some time before completing 24 months of service. Depending upon the length of the trade group 2 course in his trade, he may be withdrawn from his ship during Phase IV. If the trade group 2 course is 17

weeks or less he will be withdrawn when the ship enters the new cycle at Phase I. The word "withdrawn" is used to connote his attendance at courses in the Fleet School. He will not be drafted from his ship. He will remain a member of that ship's company.

Successful completion of the trade group 2 course will coincide with the start of the ship's operational phases in the seaman's second cycle. He should be advanced to trade group 2 during this cycle and will reach its completion with considerable experience in the peculiarities of his ship and her equipment.

Upon entering Phase I of the third cycle the tradesman should be a valuable assistant to the senior tradesman engaged in maintenance of the ship and her equipment during Phase I. During this phase the trade group 2 man should give an indication as to his future employability as a full-fledged user-maintainer. During a further 12 months of ship's operations, he will continue to be employed at the trade group 2 level

WORK PERIODS IN THE CYCLIC SYSTEM

and may presumably reach the rank of leading seaman. At the end of his third ship-cycle he is approximately four months from the end of his five-year engagement and can go on to release. If he elects to re-engage he should have an excellent grounding for a trade group 3 course.

The tradesman, in engagements subsequent to the first, will follow, albeit more loosely, a cyclic system of employment similar to that in his first engagement. Periods of shore employment will be adapted to the same time cycle. Trade group 3 courses in many trades are frequently a great deal longer than can be accomplished in ships' Phases IV and I. Hence it will be necessary for tradesmen to be drafted to barracks to take these long courses. During sea employment at the higher trade group levels, opportunities will be provided in successive Phases I for tradesmen to undergo package courses; for example in equipments not covered in standard trade group courses.

Effect on Ships

AS STATED ABOVE, ships in the cyclic system will have predictable operational availability. Ships will continue to have periods of self-maintenance and dockyard maintenance. These have been redefined as "work periods" as shown in Figure 3.

The target program is for each ship of the fleet to have an extended work period every four cycles. Between these, there will occur three normal work periods and, during each of Phases II, III and IV, one short work period.

During Phase I, some instructors may be temporarily lent by the ship to the Fleet School to assist with basic trade training. In this maintenance and cours-

WORK DEFINITION	LENGTH IN WEEKS	START TIME	SHIP'S STATE
PROTRACTED	34 or more	End Phase IV	Paid off
EXTENDED	17 to 34	As required in Phase IV	Manned
NORMAL	17 or less	Start Phase I	Manned
SHORT	3	Once per Phase	Manned

Figure Three

ing phase, the ship will lose all her TG1 personnel, but most TG4s, TG3s and TG2s (and OJTs) will be available for maintenance and husbandry.

Implementation

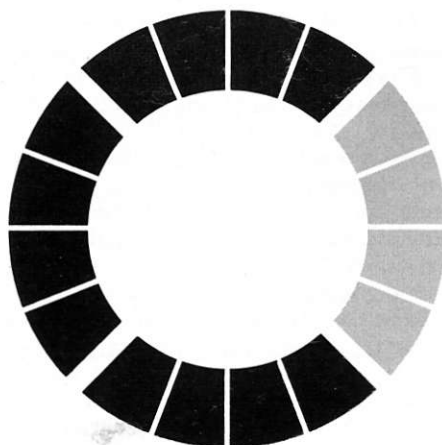
TO IMPLEMENT the cyclic system initially, all ships will be remanned with crews whose time of expiration, course requirements, promotion status, etc. are similar, and the ships will then be arranged into the phases which fit these crews. The change will take place during the period December 1964/January 1965, with the cyclic system commencing January 15, 1965.

The amount of work required to initiate the cyclic system in the time avail-

able is considerable. The Navy is sufficiently flexible to swing to a program of this nature but time restrictions are such that all authorities must fully understand their contribution to the altered program.

To ensure that each contributor understands the nature of his contribution and the necessary timing, a "Program Manager Cyclic System" has been appointed. He will be assisted by a full-time staff and his task will be:

- (1) to monitor progress of implementation,
- (2) to indoctrinate authorities concerned with implementation, and
- (3) to keep the men in the fleet informed of the impact of the system on them.



OFFICERS AND MEN

Engineer Officer Algonquin CO

Cdr. J. W. Mason has taken command of the destroyer escort HMCS *Algonquin* of the First Canadian Escort Squadron at Halifax.

Cdr. Mason was born in Winnipeg and entered the RCNVR in February 1943 as a stoker. He was demobilized in December 1945. In May 1949 having obtained a degree in mechanical engineering, he rejoined the navy as an acting sub-lieutenant and proceeded to Britain for engineering training.

Among his most recent appointments have been those of engineering officer on board the ocean escort HMCS *Buckingham*, the destroyer escorts *Ottawa* and *Chaudiere*, and naval liaison officer at the Naval Research Establishment, Dartmouth.

Cadets Exchanged With U.S. Navy

Two Regular Officer Training Plan cadets and one University Naval Training Division cadet were appointed to ships of the United States Navy for their 1964 summer training period at sea.

A similar number of midshipmen from the United States Naval Academy joined destroyer escorts of the RCN's Pacific Command for summer sea training.

Weddings

Lieutenant Edward Francis Abbott, *Stadacona*, to Julia Margaret McDiarmid, of Victoria.

Able Seaman Richard Baker, *Chaudiere*, to Eva May Sparks, of Westphal, N.S.

Sub-Lieutenant Robert Craig Brown, *Stadacona*, to Sandra Lois Edwards, of Collins Bay, Ont.

Sub-Lieutenant Kevin Burke, *Chaudiere*, to Beverly Anne Beaudin, of Cardinal, Ont.

Leading Seaman John Duxbury, *Chaudiere*, to Marie Etta Maillet, of St. Alphonse, Digby County, N.S.

Able Seaman Kenny Irving, *Chaudiere*, to Sharon Grant, of Halifax.

Sub-Lieutenant Eion Edward Lawder, *Margaree*, to Carol Dorothy Crombie, of Victoria.

Able Seaman Douglas L. Whitesell, *Gloucester*, to Anne Mathieson, of Copenhagen, Denmark.



Professor Mabel F. Timlin, of the University of Saskatchewan, Saskatoon, has a gyro repeater shown to her by CPO Frank G. Kramer. Professor Timlin was among members of the Royal Society of Canada given a cruise in HMCS *Fort Erie* around Charlottetown harbour. (HS-75263)

The Canadians are Officer Cadet Mart Leesti, Ottawa; Officer Cadet R. H. Ouellette, Comeau, Que., and Officer Cadet Antony E. Pitts, Bedford, N.S. Cadets Leesti and Ouellette have been studying at the Royal Military College of Canada, Kingston. Cadet Pitts is a student at Dalhousie University, Halifax.

They joined U.S. Navy ships for a summer training cruise to European and Mediterranean waters.

The RCN ships in which the United States naval midshipmen embarked were on training cruises to ports in California and Mexico.

RCs to Remain During Divisions

Naval General Message 118 sets an ecumenical tone in that Roman Catholic personnel will no longer be fallen out at divisions and was released with the approval of both Roman Catholic and Protestant Chaplains General of the Armed Forces. It reads in full:

"In future in HMC Ships and shore establishments when prayers are offered at divisions the Roman Catholics will not fall out but the Chaplain (P) will

offer prayers for the Protestants and the Chaplain (RC) will offer prayers for the Roman Catholics.

"No one has the authority to eliminate the prayers of either the one or the other. In the case of there being no Chaplain (RC) the senior Roman Catholic will offer prayers for the Roman Catholic personnel. The Roman Catholic prayers suggested as time allows are *The Lord's Prayer*, *Hail Mary*, *The Apostle's Creed*, *Act of Contrition*, *Act of Faith*, *Act of Hope*, *Act of Charity*, *Prayers to St. Brendan for Sailors*, *Prayer to St. Joseph*, *Prayer for Parents and Relatives* to be found in *Catholic Manual of Prayers* (Archbishop Roy) and *Sunday Missal*.

"It is emphasized that on Sundays and Holy Days of Obligation Roman Catholics are required to assist at Mass where the exigencies of the service permit. For Battle of the Atlantic Sunday and other special occasions regulations remain unchanged."

Lt.-Cdr. Irvine To Stettler

Lt.-Cdr. Thomas A. Irvine has been appointed in command of HMCS *Stettler*, Fourth Canadian Escort Squadron, based at Esquimalt. He is to take up his new appointment on August 24.

Lt.-Cdr. Irvine served in the Royal Navy during the Second World War and before entering the RCN in December 1952 was employed as a hydrographic surveyor.

In 1954, he served as hydrographer on board the former RCN Arctic Patrol Ship, HMCS *Labrador*, during her circumnavigation of North America via the Northwest Passage and the Panama Canal. He subsequently wrote and had published in book form an account of

Births

To Leading Seaman Peter J. Baine, *Chaudiere*, and Mrs. Baine, a son.

To Petty Officer William M. Comeau, *Chaudiere*, and Mrs. Comeau, a son.

To Lieutenant R. Giroux, *Montcalm*, and Mrs. Giroux, a son.

To Petty Officer A. J. Stringer, *Inuvik*, and Mrs. Stringer, a daughter.

To Petty Officer Philip J. Wylie, *Chaudiere*, and Mrs. Wylie, a son.

this cruise, entitled *The Ice Was All Between*. He has also served on board the ocean escort *Buckingham* as executive officer, and at *Stadacona*.

He has been at Naval Headquarters on the staff of the Director of Naval Operations as naval hydrographer since August 1962.

Captain Solomon Appointed JAF

Captain Allan O. Solmon until recently Naval Secretary, has been appointed Judge Advocate of the Fleet and Assistant Chief of Naval Personnel (Administration) at Canadian Forces Headquarters.

Captain Solomon succeeds Captain Philip R. Hurcomb who commenced retirement leave on August 4. Captain Hurcomb has been Judge Advocate of the Fleet since 1945, and Assistant Chief of Naval Personnel (Administration) since 1951.

Captain Solomon entered the former Royal Canadian Naval Volunteer Reserve in May 1942 and transferred to the regular force in February 1946. He holds degrees in Arts and Law from the University of Manitoba, and a degree in Public Administration from Carleton University, Ottawa.

Captain Hurcomb entered the former RCNVR in February 1942 and transferred to the regular force in January 1946. Educated at Lisgar Collegiate, Ottawa, and the University of Ottawa, he holds a degree in Law from Osgoode Hall, Toronto.

As Ottawa's 1931 tennis champion, and the youngest barrister at that time to be appointed trustee of the Carleton County Law Association, he is well known in the city's sports and professional circles.

After a preliminary training at Halifax, following his entry, Captain Hurcomb served as a legal specialist at Naval Headquarters and in 1945 was appointed Judge Advocate of the Fleet. In 1949, he was counsel to the Mainguy Commission which published its significant report on the RCN.

Naval Training Display Given

A dramatic display of naval training—on, over and under the sea—was presented by the Pacific Command of the RCN on July 6 in the Beacon Hill Park area of Victoria.

Designed to provide residents and tourists with a first-hand look at their navy at work, the naval display featured widely varied activities, including ships, divers and aircraft.



Rear-Admiral Jeffrey V. Brock, Flag Officer Atlantic Coast (right), presents a gunnery efficiency trophy to Captain D. L. MacKnight, Commander Fifth Escort Squadron, at a recent ceremony in HMC Dockyard. The trophy is competed for annually between the Second Escort Squadron on the Pacific Coast and the Fifth Escort Squadron based at Halifax. This is the second year the award has been won by the Fifth Squadron. Note the radar. (HS-75609)

Seven ocean escorts—units of the Command's Fourth Canadian Escort Squadron—presented a series of manoeuvres, staged a sail-past, then anchored and illuminated at nightfall. At midnight the ships sailed on the first leg of a five-week training cruise with nearly 200 Regular Officer Training Plan naval officer cadets embarked.

The fleet manoeuvres included a fly-past by aircraft from VU-33, the Navy's utility squadron at Patricia Bay.

During the afternoon naval divers moved from headquarters at Colwood and conducted a regular beach clearance and demolition training exercise in Horseshoe Bay on the park waterfront. The divers' show was directed by Lt.-Cdr. A. W. Rowse. Nearby, the RCN's mobile diving safety unit demonstrated and explained hazards which confront amateur divers. This unit, under the direction of Lt. John Rowland, over the previous several months, had visited 21 schools of lower Vancouver Island and warned nearly 10,000 students of the dangers of driving with improper equipment and lack of proper knowledge.

In the evening, in the Beacon Hill Park bandstand, the 48-member naval band of HMCS *Naden* presented a 90-minute concert. Under the direction of bandmaster Lt. Tudor Jones, the popu-

lar naval musicians offered a wide variety of selections, including a unique musical version of the RCN's sunset ceremony.

In charge of co-ordinating the entire program was Cdr. E. J. Semmens, officer-in-charge of the Operations and Weapons Division at *Naden*, and Chairman of the Command's ceremonial sub-committee.

"Such training and exercises are going on almost daily within the Command," he said "and the program set for July 6 was a consolidation of such activities to enable citizens of the area, and tourists, to see their navy at work."

He noted the ROTP cadets in the ocean escorts were partially responsible for the afternoon fleet manoeuvres, "under the watchful eyes of the ship's regular officers."

Lt.-Cdr. Muncaster Commands HU-21

Lt.-Cdr. Douglas Albert Muncaster has been appointed in command of Helicopter Utility Squadron 21, based at *Shearwater*.

He has been serving as senior pilot in Helicopter Anti-Submarine Squadron 50.

Lt.-Cdr. Muncaster joined the Royal Naval Volunteer Reserve in July 1945,

following wartime service with the RCAF. He transferred to the Royal Navy in December 1945, serving until December 1959. He joined the Royal Canadian Navy in August 1950.

Lt.-Cdr. Muncaster was awarded the George Medal for rescuing the pilot of a Sea Fury fighter aircraft which had crashed in flames near *Shearwater* in March 1955.

Moresby House New CPOs' Mess

The chief petty officers of the Pacific Command have found a new home for their mess at Moresby House on Esquimalt Road.

They were given permission to renovate the historic building, built at the turn of the century as the Coach and Horses Inn, at a cost of \$25,000.

Moresby House has previously served as an apartment house before the Navy took it over and turned it into headquarters for HMCS *Malahat*, Victoria's naval division.

It was used as Wrens' accommodation quarters.

The building's main floor has been redecorated to include a walnut panelled entrance which leads to the main lounge, a large room in which the original Coach and Horses fireplace has

been retained, and a dance floor and bandstand added.

Immediately adjacent are the dining room, which can seat 50 persons, and a panelled "stag" bar.

The second floor contains sleeping facilities for 15 persons, a TV room, plus space to establish two dormitories if more sleeping accommodation is needed.

Vice-Admiral Herbert S. Rayner, Chief of the Naval Staff, was presented with a life membership in the mess when he planted a dogwood tree in front of the building during his farewell visit to Pacific Command.

The Chiefs' mess was previously located on Lockley Road, behind the recreation building at HMC Dockyard.

Admiral Visits USN Air Station

A formal visit was paid by Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, on July 22 to Naval Air Station, Whidbey Island, Washington, returning the formal call at Esquimalt of Captain D. G. Gumz, Commander Fleet Air, Whidbey, in June.

For Admiral Landymore's visit, the crack NAS Whidbey Island drill team served as a guard of honour.

Accompanied by Captain Gumz, Admiral Landymore inspected the long-range anti-submarine planes of Whidbey's Patrol Squadrons One and Two. The planes frequently participate in joint exercises off the coasts of Washington, Oregon and British Columbia with similar planes of the RCAF's 407 Squadron, based at Comox, B.C., which come under Admiral Landymore as Maritime Commander, Pacific.

Bomb Found Under Bridge at Victoria

Possible tragedy was averted in late June when naval divers and demolition experts recovered a fully charged mortar bomb from a bank beneath the Gorge Bridge at Victoria.

The army-type projectile, three inches in diameter and about a foot and a half long, was first reported to Esquimalt police authorities, who in turn notified the Navy.

Lt.-Cdr. Earl Thompson and Lt. John Roland, both members of the Pacific Command's Diving Establishment at Colwood, hurried to the scene and recovered the dangerous explosive. The bomb was taken to Colwood for disposal.

It is believed the mortar bomb was discarded by some resident of the area who realized its potential danger.



Rear-Admiral Walter Hose, RCN (Ret), 88, of Windsor, first Chief of the Naval Staff of the RCN, (centre) chats with Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services, and Liston B. McIlhagga, of Winnipeg, president of the Naval Officers Associations of Canada, at HMCS Carleton, the Ottawa naval division, at the associations' 19th annual meeting in June. Admiral Hose is honorary president of the NOAC. (O-15637)

Lt.-Cdr. Ward Palmer, officer in charge of the naval diving establishment, said the mortar was powerful enough to demolish an average house.

This explosive, he continued, might well have been found by some youngsters and not realizing the hazard, might have struck it with rocks, or thrown it about. It could have resulted in a grim tragedy. He said all suspected bombs or shells should be reported to police.

Fully qualified experts in the demolition field would then attend to the matter and dispose of the object safely and properly.

Gordon Mowatt Trophy Presented

Presentation of the Gordon Mowatt memorial trophy, awarded to the sub-lieutenant pilot at HMCS *Shearwater* who shows the most progress in improving his flying ability during the year, was made in June to Sub-Lt. Albert M. Bingley, of 880 Squadron, at ceremonial divisions at the naval air station.

The trophy, presented annually since 1960, was donated by Mr. and Mrs. Leslie G. Mowatt, of Montreal, in memory of their son who lost his life in the crash of a Tracker while taking off from the *Bonaventure* in December 1959.

A native of Pickering, Ont., Sub-Lt. Bingley has been flying from *Shearwater* and the *Bonaventure* as crew commander of a Tracker. He joined the Navy in 1957 as a naval cadet at HMCS *Venture*, Esquimalt. He is now living in Dartmouth and is married to the former Miss Lois Hoadley.

The presentation was made by Captain G. C. Edwards, commanding officer of *Shearwater*.

Four to Attend Defence College

Four senior naval officers have been appointed to the 1964-65 course at the National Defence College, Kingston, Ont.

They are:

Captain Victor Browne at present Chief of Staff to the Flag Officer Pacific Coast;

Captain John C. Chauvin, now Director of Fleet Maintenance, Naval Headquarters;

Captain John Edward Roue, Director of Operations Systems, Naval Headquarters, and

Cdr. Hubert G. Oliver, now Assistant Judge Advocate General, in Edmonton, for the Armed Forces in the Province of Alberta.

The staff course begins in September.



UNTD Cadets J. A. Leger and R. H. Warren and Cadet Captain T. D. Ling are shown plotting a course in the Navigation School at Cornwallis, during the University Naval Training Division's summer training. (DB-19054)

Officer to Serve On Nigerian Team

Lt.-Cdr. Kenneth R. Crombie has arrived in Lagos, Nigeria, to serve on the Canadian Armed Forces Training Team in that nation.

Lt.-Cdr. Crombie entered the RCN in Vancouver in July 1942 as a cadet. He took his early sea training on board ships of the Royal Navy and later served in Canadian motor torpedo boats, the former cruiser HMCS *Uganda*, and in various shore establishments.

Before his appointment to Nigeria, he was serving at *Stadacona*.

Pay Year Same As Fiscal Year

The pay year of the RCN regular force has been changed from the calendar year to correspond with the fiscal year of the Canadian Government.

As a result, the current pay year, which would normally end on Dec. 31, 1964, has been extended to March 31, 1965. Pay records will be closed thereafter on Sept. 30 and March 31 of each year.

Instructions concerning changes to be made in income tax deductions, assignments and payments will be promulgated.

Pay records for RCNR personnel will continue to be closed on June 30 and Dec. 31.

Cornwallis CO Goes to Norfolk

Captain Richard M. Steele has been appointed to the staff of the Supreme Allied Commander Atlantic, Norfolk, Virginia, as Assistant Chief of Staff, Personnel and Administration. Since August 1961, he has been in command of *Cornwallis*.

He succeeds Captain Dudley Gawen King, Okanagan Lake, B.C., who has proceeded on retirement leave. Captain King had held the NATO appointment in Norfolk since January 1959.

Captain Joseph Morrison Paul has taken command of *Cornwallis* and was promoted to his present rank on taking up the appointment.

Captain Paul was born in Edmonton and later moved to Mirror, near Red Deer, Alta. He entered the RCN as a boy seaman in 1934, and was promoted to warrant rank in 1941. He was executive officer of the destroyer *Haida* during her 1952-53 tour of operations in the Korean theatre; was made commanding officer of the frigate *Penetang* in 1954, and in 1955 became commanding officer of the frigate *Outremont*.

His most recent appointment was that of executive officer of the naval air station, *Shearwater*.

Naval Flyer Heads Warfare School

Cdr. Robert H. Falls has been appointed Director (RCN) of the Joint Maritime Warfare School, Halifax, and Officer-in-Charge Tactical Trainer.

He had been commanding officer of the destroyer escort HMCS *Chaudiere* since April 1963.

Cdr. Falls joined the RCAF in March 1942 and served with it until September 1945. He joined the naval reserve later that year and subsequently transferred to the regular force of the RCN.

He has served as commanding officer of fighter squadron VF 870; in the aircraft carrier *Bonaventure*, as Commander Air and at Naval Headquarters as Deputy Director Surface and Air Warfare.

Officers' Lists Have New Names

As a result of the recent personnel review, conducted by the team under Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, the names of the various lists within the officer personnel structure have been revised.

The object of the revision is to make the names more descriptive of duties performed by officers. Present regulations concerning promotion, employment and other matters for the Limited Duty List and the Special Duty List will apply under the new titles.

The General List designation has been changed simply to General; the Restricted Duty Section becomes General List—Specialist; the Limited Duty List now is General List—Branch, and the Special Duty List is the Specific Duty List.



The crowning glory of the Acropolis at Athens, the Parthenon was dedicated to the virgin goddess Athena 2,304 years ago. Sailors from the *St. Laurent* found that the passing centuries have failed to erase the temple's beauty and grandeur. (E-74896-279)

LONG WAY ROUND

Part Four

HMCS *ST. LAURENT'S* 14th port of call on her world cruise was Haifa, Israel, on April 23, 1964. Easily one of the most beautiful of all the ports we have yet visited, Haifa rises from the coast and extends up the historic slopes of Mount Carmel, with the new Don Carmel Hotel at the summit overlooking the city.

To the visitor, one of the first things to catch your attention is the thriving industry in both the port itself and the city. Later we were to discover for ourselves that this was a national characteristic upon which the nation is being built.

Met on arrival by several liaison officers of the Israeli Navy, we were afforded a welcome which we shall not soon forget. Excursions to the Sea of Galilee, Tiberias, Jerusalem and Tel

Aviv were made available without charge almost daily. Swimming in the Jordan River, water skiing on the Sea of Galilee or visiting a Kibbutz were all wonderful experiences in themselves. But few, indeed, did not look forward most of all to their visit to the holy city of Nazareth.

This town has changed little from the pictures painted of the biblical days of the Holy Family. Its narrow streets, red-tiled houses and tall cypress trees give it a timeless atmosphere. Its more than 25 churches, monasteries and convents mark many of the places associated with the life of Jesus.

Nazareth has always been a relatively poor town. In the days of Jesus many families had gouged out caves and had built their homes over them so that the central living quarters were cool in summer, warm in the winter.

Two such places designated by long tradition that we visited were the Church of the Annunciation, where the angel is supposed to have told Mary of the coming birth and the other, the Church of St. Joseph, where the Holy Family is thought to have lived, with the carpenter shop above the grotto living quarters.

Israel, so young and vigorous and so steeped in history, offered too much for everyone to see in such a short time and too much to recount in this brief narrative. However, the enthusiasm and hospitality of her people made our visit a wonderful and enlightening experience. The *St. Laurent* was the first Canadian warship ever to visit the State of Israel and it is hoped that the opportunity to visit comes again soon.

On April 27 we departed Israel for Istanbul, Turkey. On the morning of

April 30 we entered the Bosphorus, which separates the European and Asiatic section of Istanbul. This ancient city is the only one in the whole world astride two continents. The view as we passed the "Golden Horn" and anchored in front of the Dalmahace palace was magnificent. Istanbul, with a population of over 2,000,000, is a city of nearly a thousand mosques. Although it is attempting desperately to be western, the city still retains much of the East. A visit to the immense "covered bazaar" is a proof of this. This ancient bazaar is a labyrinth and storehouse of carpets, brass, jewellery, furniture, and thousands of seemingly useless items, and, traditionally, one must haggle with great enthusiasm in order to arrive at a fair price.

For 30 members of the ship's company, a three-day bus tour of Ankara, the capital, was organized by the Canadian diplomatic and military staffs. Having had an opportunity to see a little of Istanbul, those journeying to Ankara were anxious to have a glimpse of Anatolia and the rural areas.

Frequently, as you make the eight-hour road trip from Istanbul to the capital, you think of Canada and the long rolling hills of southwestern Alberta. Although everywhere great agricultural industry is in evidence, the people dressed in gaily coloured clothes, till the soil as their ancestors did for many hundreds of years. Buffalo and mules pulling wooden ploughs are not a novelty and women, hoeing and planting in fields which literally reach beyond the horizon, can be seen from every rise. Probably quaintest of all sights are the hundreds of small villages, nestled at random across the expansive countryside, each with its own mosque and minaret rising majestically.

As you approach Ankara, in the distance you can see three cone-shaped hills upon which the city was originally founded. Ankara is not only, it seems, the capital of the Turkish republic but the symbol of the New Turkey. It has developed in two decades from an insignificant small provincial town into a city of more than 700,000 inhabitants. It is a modern metropolis with large boulevards, parks and squares and with many impressive features, such as the Hittite Museum and the Mausoleum of Kemal Ataturk, first president of the Turkish Republic.

We were all appreciative of the opportunity to visit Ankara and many rural communities in order to be better able to picture in our minds Turkey as it is today.

Our next port of call was Piraeus, Greece, and we arrived there on the

morning of May 7. Athens, the capital, is only a few miles away and what a delightful city it is! Broad, clean streets, white marble buildings and sidewalks, history unfolding at every street corner and the first real European atmosphere we had encountered since Malaysia.

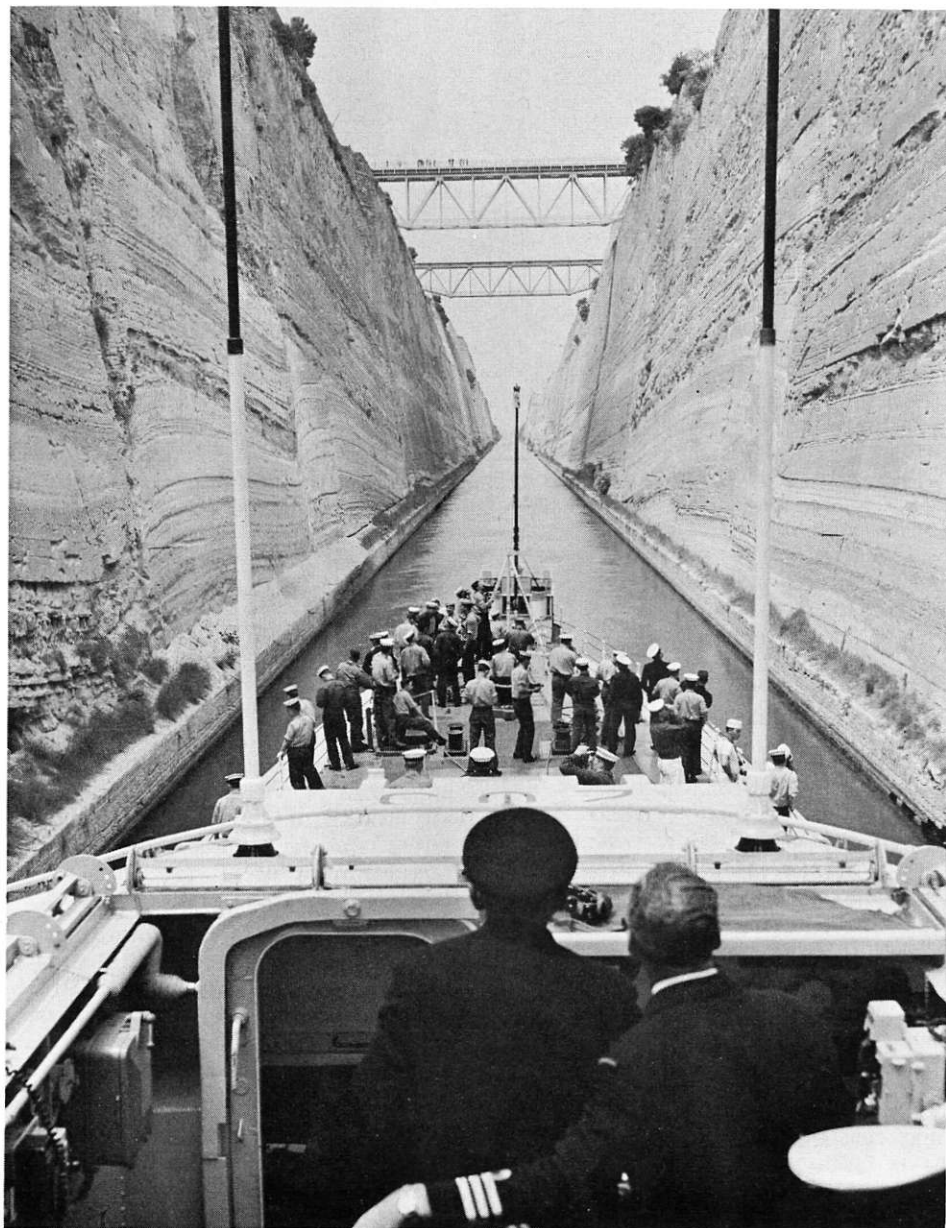
Once again, thanks to the efforts of our untiring Chaplain A. J. Mowatt, many excellent tours were organized and without any doubt the time spent at the Acropolis was most fascinating. Many of us had seen pictures of the Acropolis with the stately Parthenon rising from it, but one cannot appreciate the beauty of this ruin until he sees it for himself.

Although time has been most unkind to these once unique edifices, the Par-

thenon truly is a wonder of the world. But there is more to the Acropolis than just a concentration of splendid ruins. There lies a memory, rising above the city, of a wonderful civilization which existed long ago and refused to die.

Although the Greeks hesitate to renovate these ruins for fear of doing an injustice, they have rebuilt the stadium. This stadium, in white marble, can hold 70,000 spectators and was built for the first modern Olympic games in 1896. It occupies the same site as the ancient Panathenaic Stadium, the building of which began in 330 BC and was completed in 140 AD by Herodus Atticus, the benefactor of the city of Athens.

A popular evening's entertainment was to attend the "Son et Lumiere"



"Please do not scratch matches on the walls." The St. Laurent passes along the famous Corinth Canal following her visit to Piraeus, port of Athens. A tug makes sure the St. Laurent doesn't rub off any paint. (E-74896-284)

show presented in English, French and Greek each evening. A gift from the French government, this hour-long show, done in stereophonic sound and lights, is a dramatic attempt to bring the Acropolis, the heart of Athens, back to life and to allow the audience for a moment a regression of hundreds of years.

On May 13, the *St. Laurent* sailed from Piraeus but before saying goodbye to Greece we steamed along the Corinth Canal and this in itself was an experience. While this canal is only slightly over three miles in length it is remarkable in that the walls of the central portion rise almost vertically in some places to a height of 250 feet, yet the canal is only 69 feet wide. Our amateur photographers took literally hundreds of photos to record the transit of this amazing canal, begun during the reign of the Emperor Nero.

After an unexpected stop in Naples to land an appendicitis case we arrived in La Spezia, Italy, on May 16. A naval base and industrial city of 125,000, La Spezia is so situated that it was possible for most everyone to visit Pisa and Florence, and some also Rome and Milan. Tours had been arranged for Pisa and Florence when we arrived. So great was the interest shown that there was not room on the buses to accommodate everyone. However, little daunted, many of the ship's company went on their own train, bus or scooter.

The Leaning Tower of Pisa seemed to fascinate most. Built in 1174, this bell tower soon developed a tilt, as earth began to give way under one side. Work, as a result had to be stopped. A century later another architect added the top four galleries and attempted to rectify the inclination but the tilt has increased with each passing year. Defy-



The accompanying story suggests that the Leaning Tower of Pisa leaned more than ever after the visit of *St. Laurent* sailors—but maybe not this much more. (E-74896-299)

ing gravity, the Leaning Tower now stands 14 feet out of line, slightly more, it seems, then before our arrival!

It was interesting to note that although a friendly enthusiasm prevailed among the Italians wherever we went,

the language barrier, after some 30,000 miles of steaming, finally came to the fore and proved to be quite frustrating. Fortunately a basic vocabulary was quickly developed when the need was apparent.

Our next port of call on our way to Portsmouth and two weeks of self-maintenance was Gibraltar. Although a brief stop, it proved to be a popular one. We arrived with high hopes of finding there another Singapore or Aden, as far as shopping was concerned. But in this we were soon disillusioned.

The Royal Navy organized a three hour tour of Gibraltar on Saturday afternoon, May 23. The many huge tunnels and caves, old fortifications and, above all, the Barbary apes were most interesting. No one is certain how these apes really got there but there is an old Spanish saying that "when the apes leave the Rock the British will go." Needless to say they are well cared for.

On Sunday, May 24, we sailed from Gibraltar for Portsmouth and arrived Wednesday, May 27. All members of the ship's company were granted a 48-hour special leave and an opportunity to visit relatives and friends and to recount the tale of their five-month voyage.

As this last chapter is being concluded, the *St. Laurent* is preparing to leave Portsmouth and join other units of the First Canadian Escort Squadron in Londonderry, Northern Ireland. Here a joint exercise is scheduled after which the squadron will return to Halifax in mid-July. At that time the ship's company will transfer to HMCS *St. Croix* with the exception of our captain, Cdr. D. D. Lee, and six officers. The *St. Croix* then will proceed to Esquimalt via the Panama Canal, thus completing for most of the ship's company a round-the-world cruise.—L.A.A

The End



IN MEMORY

ON PASSAGE up the English Channel for exercises with the Royal Navy, HMCS *Athabaskan* on June 1 hove to for a remembrance service in the position off the coast of Brittany where the first *Athabaskan* was sunk on April 29, 1944.

Taking passage in the *Athabaskan* was Cdr. John W. Scott, on the staff of the Judge Advocate General, Ottawa. As a survivor of the sinking of the first *Athabaskan*, he was asked to place a wreath on the waves in remembrance of his former ship and shipmates. Sharing in the ceremony was Ldg. Sea. William Lusty, whose brother was lost during the invasion period while serving in HMCS *Regina*. The religious portion of the ceremony was conducted by Chaplain (P) David K. Dickey.

Before placing the wreath on the sea, Cdr. Scott addressed the ship's company.

"In this position, on the morning of April 29, 1944, the first ship bearing the name was sunk during an engagement with enemy destroyers," Cdr. Scott said.



Ldg. Sea. William Lusty, whose brother, AB Frank Lusty, RCNVR, was lost in the sinking of HMCS *Regina* during the invasion period, hands a wreath to Cdr. John W. Scott, a survivor of the sinking of the first *Athabaskan*, to place in the waters of the English Channel in the position where the Tribal class destroyer was sunk on April 29, 1944. The ceremony took place on board the present *Athabaskan* on June 1. The chaplain is Rev. D. K. Dickey. (CCC1-234)

Revised List of D-Day Warships

Attention has been drawn to the fact that the table of HMC Ships engaged in Operation Neptune on June 6, 1944, published in the May 1964 issue of *The Crowsnest*, was deficient in a number of respects, notably in the omission of the names of 11 steam Bangor minesweepers. Also left out was the name of HMCS *Rimouski*, corvette, and HMCS *Stormont*, frigate. Two units of the 260th LCIL Flotilla, which were under repair at the time of Operation Neptune, were listed.

As amended, the list contains the names of 122 ships and smaller craft.

Fleet Destroyers (4)

In the 10th Destroyer Flotilla (RN): *Haida*, *Huron*.

In the 26th Destroyer Flotilla (RN): *Algonquin*, *Sioux*.

Escort Destroyers (9)

11th Escort Group (RCN): *Chaudiere*, *Gatineau*, *Kootenay*, *Ottawa*, *St. Laurent*.

12th Escort Group (RCN): *Qu'Appelle*, *Restigouche*, *Skeena*, *Saskatchewan*.

Frigates (11)

6th Escort Group (RCN): *Cape Breton*, *Grou*, *Outremont*, *Teme*, *Wasquesiu*.

9th Escort Group (RCN): *Matane*, *Meon*, *Port Colborne*, *Saint John*, *Stormont*, *Swansea*.

Corvettes (19)

Albarni, *Baddeck*, *Calgary*, *Camrose*, *Drumheller*, *Kitchener*, *Lindsay*, *Louisburg*, *Lunenburg*, *Mayflower*, *Mimico*, *Moose Jaw*, *Port Arthur*, *Prescott*, *Regina*, *Rimouski*, *Summerside*, *Trentonian*, *Woodstock*.

Minesweepers (16)

(Steam Bangor Class)

In the 4th Minesweeping Flotilla (RN): *Thunder*.

In the 14th Minesweeping Flotilla (RN): *Georgian*, *Guysborough*, *Kenora*, *Vegreville*.

In the 16th Minesweeping Flotilla (RN): *Canso*.

In the 31st Minesweeping Flotilla (RCN): *Bayfield*, *Blairmore*, *Caraquet*,

Cowichan, *Fort William*, *Malpeque*, *Milltown*, *Minas*, *Mulgrave*, *Wasaga*.

Landing Ships (2)

Prince David, *Prince Henry*.

Motor Torpedo Boats (17)

29th MTB Flotilla (RCN): MTBs 459, 460, 461, 462, 463, 464, 465, 466.

64th MTB Flotilla (RCN): MTBs 726, 727, 735, 736, 743, 744, 745, 747, 748.

Landing Craft (44)

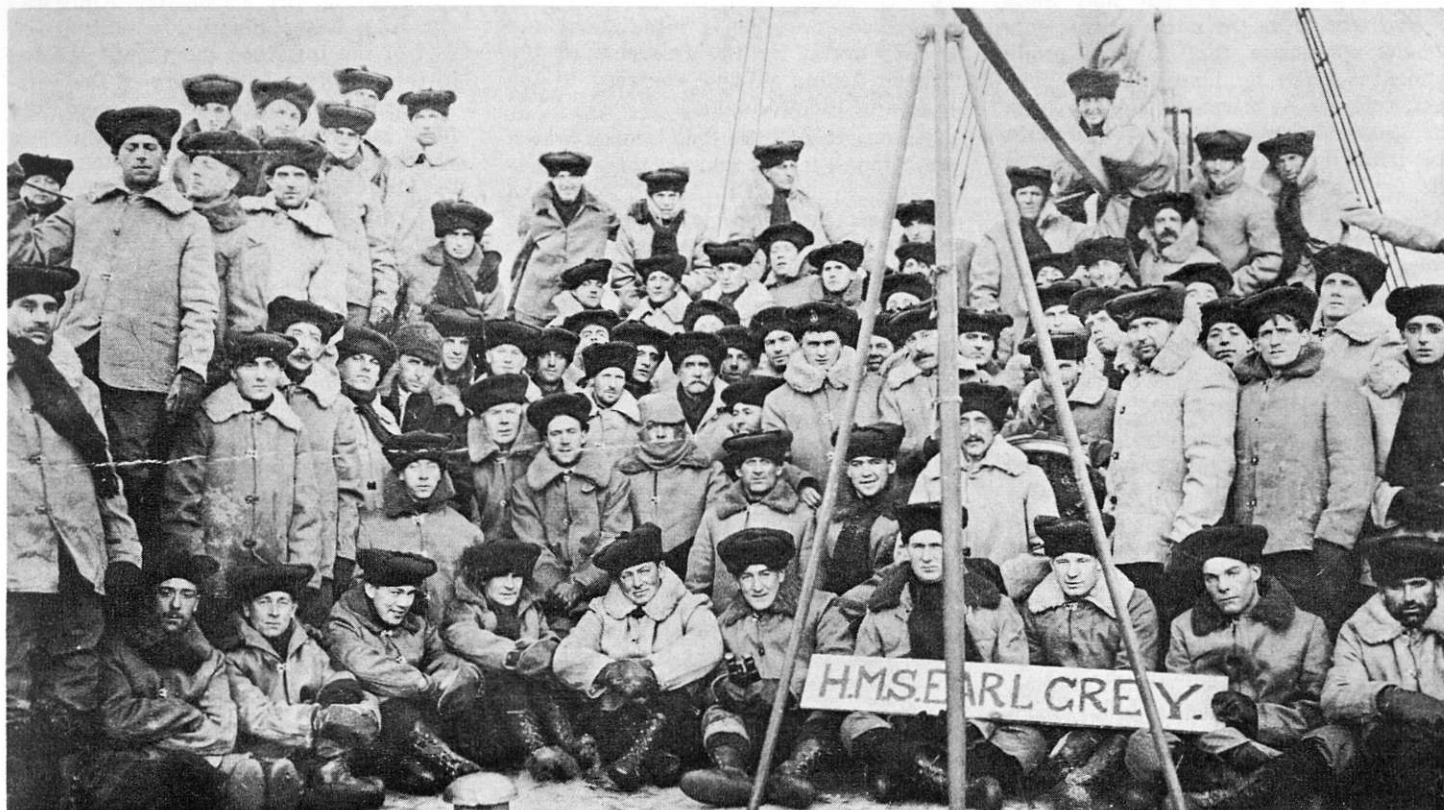
260th LCIL Flotilla: LCILs 117, 166, 177, 266, 271, 277, 285, 298, 301.

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

264th LCIL FLOTILLA: LCILs 255, 288, 295, 302, 305, 310, 311.

528th LCA Flotilla, embarked in the *Prince Henry*: LCAs 736, 850, 856, 925, 1021, 1033, 1371, 1372.

529th LCA Flotilla, embarked in the *Prince David*: LCAs 1057, 1059, 1137, 1138, 1150, 1151, 1374, 1375.



When the RCN Went to War in 1914

Fifty years ago the Royal Canadian Navy went to war for the first time and before the conflict ended some 9,600 officers and men had seen war-time service in the RCN or RCNVR. Hundreds of other Canadians had proceeded to Britain to serve in ships of the Royal Navy or in the Royal Naval Air Service.

An unusual scene, photographed in the autumn of 1914, is the accompanying picture of the ship's company of HMCS Earl Grey (despite the signboard, she was commissioned in the Royal Canadian Navy) taken around the time she was preparing to sail for Archangel, Russia, where she was turned over to the Russian Navy who wanted her for ice-breaking capabilities.

Special gear provided for the journey included padded duffle coats, larrigans (knee-length, oiled moccasins) and caps the like of which the Navy surely cannot have seen before or since. They had enormous ear flaps which were tied together at the top of the cap when not in use. One individualist appears to be wearing a Balaclava.

The ship made the journey to northern Russia safely, with a brief stop at St. John's Nfld., for repairs, but there were casualties when the ship in which some of them were returning to England foundered.

The Earl Grey was built by the Canadian government as a freight and passenger steamer for service in Northumberland Strait between Prince Edward Island and the mainland. She was the third ship commissioned in the RCN—after the cruisers Niobe and Rainbow—having served under the White Ensign briefly in 1912 during a cruise by the Governor-General, the Duke of Connaught. She was sold to Russia for \$493,000.

The Earl Grey is still steaming the White Sea as the Fyodor Litke, according to the current edition of Jane's Fighting Ships. During her earlier Russian career she was known as the Kanada.

The original, from which this picture has been copied, is owned by former Chief Shipwright W. J. Fry.

"The Athabaskan was a proud ship, a happy ship, and above all, an efficient ship. As a member of the crack Tenth Destroyer Flotilla, comprised of Royal Navy and Royal Canadian Navy Tribals, she had a top reputation for efficiency and getting things done.

"Early in 1944, the Tribals assumed their attack role in the English Chan-

nel. Our objective was to seek out and destroy enemy surface forces that could interfere with the invasion fleet, and possibly upset the whole invasion.

"Because of enemy aircraft we carried out our sweeps off the French coast at night, at speeds in excess of 30 knots, with radar silence. We engaged in a number of gun fights with

enemy destroyers and E-boats; and just two nights prior to our sinking, we assisted in the sinking of an Elbing class destroyer, and the damaging of three others. On the morning of April 26, in this area, we engaged a force of destroyers and E-boats. This resulted in the loss of the Athabaskan and one of the enemy destroyers.

"I think it is important that those of you who wear the name of this ship should appreciate that it is a *proud* name respected by many navies. Your recent rescue of merchant seamen from the Liberian tanker *Amphialos* brought the name of the *Athabaskan* again to the fore; and I am sure those we are honouring here today would take pride in your endeavours.

"In paying my respects to former shipmates and in your doing honour to your predecessor, we join in the knowledge that the best traditions of the Royal Canadian Navy are being cherished and carried forward."

Cdr. Scott, who had been a lieutenant in charge of gunnery control in the *Athabaskan*, was the only surviving officer picked up by HMCS *Haida*. He was in critical condition as a result of severe burns and was hospitalized in Britain, later being returned to Canada for further medical treatment.

There was a strange footnote to his rescue. In 1945, Cdr. Scott's father, William Scott, received a letter from the Mayor of Plouescat, France. Written in French, it told of the bodies of the *Athabaskan's* sailors being washed up

on the beach, from which they were recovered and given a full funeral and proper burial by the residents of the French fishing village, contrary to the orders of the Germans.

Among the bodies was one on which were found letters and photographs belonging to "Sub-Lt. Scott", who had been paid last respects along with the others.

What had happened was that Cdr. Scott's cabin mate, Sub-Lt. A. R. Nash, had picked up a lifejacket in which the personal documents had been stowed and was wearing it when he lost his life.

On May 5 of this year, the residents of Plouescat again paid their respects to the memory of the 59 *Athabaskan* sailors whose bodies rest in the cemetery near the Brittany village. The ceremony was part of a large program of Franco-Canadian friendship and remembrance days in the Finistère, the most easterly portion of Brittany. Said the *Télégramme de Brest*:

"The entire population of Plouescat joined in paying their respects and in the memorial service when . . . Col. Guimond, Canadian Military Attaché,

representing His Excellency Ambassador Jules Léger, placed a wreath at the foot of the inscribed monument erected in the cemetery in memory of the valiant Canadian sailors who gave their lives for a land which, for many of them, as was pointed out by Col. Guimond and by Mr. Charles Luisser, Delegate-General of the Quebec Government in Paris, was the birthplace of their ancestors.

"Honours were rendered by a detachment of seamen from the Brest Security Company, under the command of Chief Marine Petty Officer Perrin, and by the Navy band, under Bandmaster Gory."

A small girl, carrying a bouquet of flowers, stood by each grave as the colours were hoisted. Wreaths were placed, the audience stood a minute in silence and then the national anthems of Canada and France were played.

The ceremonies ended with a parade and official reception.

On the anniversary of D-Day, June 6 HMCS *Outremont* took part in Channel ceremonies commemorating Canadian participation in the invasion of Europe.



There was swift co-operation between the U.S. Coast Guard and the RCN's Pacific Command on July 10 when a Seattle skindiver, who had been diving in the San Juan Island area, suffered a severe attack of the bends. He was flown to Esquimalt Harbour in a USCG Albatross aircraft, transferred to a dinghy and sped by ambulance to the recompression chamber at the Operational Diving Establishment in nearby Colwood. (E-77472) The mission was co-ordinated by the RCAF Search and Rescue Headquarters in Vancouver. (E-77472)

RETIREMENTS

CPO JAMES SINCLAIR BAZLEY, CD and 1st Clasp; C1WR4; joined RCNVR April 15, 1939, transferred to RCN Aug. 17, 1941; served in London naval division, Stadacona, Venture, Avalon, Bytown, Protector, Peregrine, Micmac, Nootka, La Hullose, Haida, Cornwallis, Naden, Hochelaga, Shearwater; retired July 27, 1964.

CPO LESTER OLAF LORAN BELL, CD; C1HT4; joined RCNVR Sept. 30, 1936; served in Toronto naval division, Stadacona, Naden, Annapolis, Avalon, Shelburne, York, Bytown, Carleton, Warrior, Magnificent, St. Laurent, Cape Scott, Haida; retired July 13, 1964.

CPO JEREMIAH BLYTHE, CD; C1ER4; joined July 31, 1939; served in Naden, Stadacona, Ottawa, Annapolis, Chaleur II, Dunver, Avalon, Peregrine, Moncton, Coaticook, Crescent, Givenchy, Rockcliffe, Athabaskan, Beacon Hill, Sault Ste. Marie, Magnificent, Cayuga, Ontario, Margaree, Saguenay, New Glasgow; retired July 30, 1964.

CPO LEIGH ORWELL BOULTER, CD; C2ER4; joined RCNVR April 30, 1940; transferred to RCN March 22, 1945; served in Charlottetown naval division, Stadacona, Saguenay, Assiniboine, Cornwallis, Wasaga, Avalon, Ottawa, Peregrine, Micmac, Warrior, Magnificent, Haida, Wallaceburg, Algonquin, Donnacona, Lanark, Bonaventure; retired July 3, 1964.

CPO CHARLES THOMPSON CLUFF, CD; C2BN4; joined July 31, 1939; served in Naden, Stadacona, St. Laurent, Amherst, Morden, Avalon, Kokanee, Armentieres, Givenchy, Bytown, Rockcliffe, Ontario, Unicorn, Antigonish, Porte Quebec, Cornwallis, Ste. Therese; retired July 30, 1964.

CPO ALVIN EDWARD COE; C1PT4; joined July 31, 1939; served in Naden, Stadacona, Restigouche, Ambler, Avalon, Assiniboine, Cornwallis, Warrior, Magnificent, Catarqui, Shearwater, Algonquin, Cornwallis, Cape Scott; awarded RCN Long Service & Good Conduct Medal; retired July 30, 1964.

CPO CHARLES LEWIS, CD and 1st Clasp; C2BN4; joined RCNVR April 6, 1939; transferred to RCN Oct. 9, 1940; served in Vancouver naval division; Naden, Stadacona, Givenchy, NOIC Vancouver, Wolf, Cornwallis, Canso, Caracquet, Mirimachi, Lockeport, Protector II, Dunvegan, Dundas, Chaleur, Peregrine, Niobe, Louisburg, Saint John, Portage, Charlottetown, Rockcliffe, Ontario, Beacon Hill, Naden, (YNG 185), Digby, Quadra, Ontario, Antigonish; retired July 21, 1964.

CPO FRANCIS JOHN MALCOLM; C2ER4; joined July 31, 1939; served in Stadacona, Skeena, Avalon, Chedabucto, Hochelaga, Brantford, St. Francis, Peregrine, Scotian, Cornwallis, Niobe, Grou, St. Pierre, Middlesex, Kincardine, Catarqui, Portage, Iroquois, Haida, Huron, Quebec, Magnificent, Bytown, St. Laurent, Assiniboine, Sioux, Columbia; awarded Long Service & Good Conduct Medal; retired July 30, 1964.

CPO THOMAS MARTIN MOTTERSHEAD, CD; C1PT4; joined July 31, 1939, served in Naden, Stadacona, Ottawa, Beaver, Lethbridge, Chaleur II, Niobe, Monnow, HMS Ferret, Grou, Beacon Hill, Peregrine, Giv-

enchy, Ontario, RCN College, Cornwallis, Shearwater, Magnificent, D'Iberville, Bonaventure; retired July 30, 1964.

CPO KENNETH MARTIN NEAL; CD; C1ET4; joined July 31, 1939; served in Naden, Stadacona, Ottawa, Melville, Cornwallis, Camrose, Niobe, HMS Marlborough, Uganda, Ontario, Cedarwood, Athabaskan, Jonquiere, Assiniboine; retired July 30, 1964.

OFFICERS RETIRE

CD. OFF. JOHN BLYTHE BING, CD, joined RCNVR as an ordinary seaman June 16, 1938; promoted to acting commissioned gunner (TAS) Nov. 11, 1955; served in Naden, Malaspina, Sans Peur, Stadacona, HMS Dominion, Niobe, HMS Nimrod, Buctouche, Canso, Chignecto, Cornwallis, Chatham; transferred to RCN as able seaman Aug. 3, 1945; served in Naden, Stadacona, Ontario, Sault Ste. Marie, Sioux, Niobe, HMS Vernon, Crusader, Cornwallis, Shelburne, Bonaventure; last appointment, HMCS Stadacona, for Weapons Division; commenced leave July 27, 1964; retires on Feb. 20, 1965.

CD. OFF. CHARLES WILLIAM BOURGEOIS, joined RCN as a boy seaman Sept. 13, 1937; promoted to acting commissioned communications officer, March 15, 1957; served in Naden, Stadacona, HMS Victory I, Allaverdy, Assiniboine, St. Laurent, HMNS Lincoln, St. Hyacinthe, Avalon, Bittersweet, Arethusa, Niobe, Glasgow, Unganda, Aldergrove, Ontario, Quebec, Shearwater, Star, Cornwallis, James Bay, Fraser, Crescent, Assiniboine, Shelburne; last appointment, Shelburne; commenced leave July 22, 1964; retires on March 2, 1965.

LT.-CDR. KENNETH ROBERT DAUPHINEE, CD, joined RCN as a virtualising assistant July 12, 1937; promoted to acting warrant supply officer on June 1, 1942; served in Stadacona, Venture, Ottawa, Prince Henry, Cornwallis, Naden, Givenchy, Niobe, HMS Landrail, Warrior, Bytown, Star, Shearwater, Hochelaga, Bonaventure; last appointment, HMCS Naden, on Staff of Commodore Superintendent Pacific Coast; commenced leave July 20, 1964; retires on March 2, 1965.

LT. HENRY ALBERT GEORGE DEACON, CD, joined RCNVR as a stoker 2nd class Aug. 14, 1928; transferred to RCNR as stoker 1st class Feb. 18, 1929; promoted to acting warrant engineer on Oct. 1, 1943; served in Naden, Armentieres, Skeena, Nootka, Prince Robert, Alberni, Avalon II, Stadacona, Baddeck, Venture, Goderich, Cornwallis, Hochelaga, Guelph, Grou, Givenchy; demobilized Aug. 1, 1946; entered RCN as engine room artificer 4th class Aug. 2, 1946; promoted to acting warrant engineer on March 1, 1948; served in Malahat, Givenchy, Uganda, Rockcliffe, Naden, Ontario, New Glasgow; last appointment, HMCS Naden, on staff of Officer-in-Charge Royal Canadian Navy Depot Esquimalt as Staff Engineering Personnel; commenced leave July 3, 1964; retires on Jan. 28, 1965.

LT.-CDR. LAWRENCE PATRICK FEARS, CD, joined RCN as a boy seaman Sept. 13,

CPO BERNARD LLOYD SILVER; C2ST4; joined July 31, 1939, served in Naden, Stadacona, Ottawa, Avalon, Cornwallis, St. Laurent, Kootenay, Shediac, Burrard-J833, Shediac, Givenchy, Prince Robert, New Waterford, Uganda, Ontario, Discovery, Naden (YNG 185), Naden (Pat Bay), Hochelaga, Churchill, Margaree, Naden (VV 33); awarded RCN Long Service & Good Conduct Medal; retired July 30, 1964.

1937; demobilized June 28, 1945; served in Naden, Fraser, Stadacona, Niobe, Iroquois, St. Hyacinthe, Rimouski, Avalon; re-entered the RCN as acting sub-lieutenant (SB) Oct. 31, 1950; served in Discovery, Naden, Stadacona, Bytown; last appointment, HMCS Naden, for Naval Hospital as Pharmacist and on staff of Officer-in-Charge Naval Supply Depot for Medical Stores; commenced leave July 5, 1964; retires on Nov. 29, 1964.

LT.-CDR. ALLAN CHARLES KENT, CD, joined RCNVR as an ordinary seaman July 3, 1933; transferred to RCN as acting engine room artificer 4th class Jan. 8, 1937; promoted to acting warrant engineer on Jan. 15, 1943; served in Naden, Armentieres, Fraser, Margaree, Stadacona, Cornwallis, Port Colborne, Avalon, Dauphin, Winnipeg, New Waterford, Givenchy, Warrior, Niobe, Magnificent, Bytown, Cornwallis; last appointment, HMCS Naden, on staff of Resident Naval Overseer, Victoria; commenced leave July 9, 1964; retires on Feb. 24, 1965.

CAPTAIN DUDLEY GAWEN KING, DSC, CD, joined RCNVR as an acting lieutenant Oct. 11, 1939; served in Naden, Stadacona, Chaleur II, King's, Venture, Arvida, Hochelaga, Stettler, Provider; transferred to RCN as lieutenant-commander Jan. 8, 1946; served in Provider, Scotian, Stadacona, Niobe, Bytown, Athabaskan, Naden, Shearwater, Algonquin, Niagara; last appointment, HMCS Niagara, on attachment to Supreme Allied Commander Atlantic as Assistant Chief of Staff Personnel and Administration; commenced leave July 27, 1964; retires on Feb. 21, 1965.

CHAPLAIN (RC) HUGH MATTHEW McGETTIGAN, entered RCN(R) as Chaplain (RC) June 23, 1953; transferred to RCN Jan. 8, 1954; served in Malahat, Naden, Ontario, Antigonish, Quebec, Assiniboine, Saguenay, New Glasgow, Sussexvale, Fraser, Royal Roads; last appointment, HMCS Royal Roads, for Canadian Services College and Naval Dependents' Housing, Belmont Park, as Chaplain (RC); commenced leave July 16, 1964; retires on Oct. 13, 1964.

CDR. OTTO HENRY MESECK, CD, joined RCNVR as a probationary sub-lieutenant April 19, 1943; served in Carleton, Cornwallis, Bytown; transferred to RCN as lieutenant (L) Dec. 21, 1945; served in Bytown, Stadacona, Huron, Naden, Quebec, Star, Discovery, York; last appointment, HMCS York, as Principal Naval Overseer, Ontario; commenced leave July 6, 1964; retires on Jan. 8, 1965.



HMCS Lanark by day and by night is shown in these two pictures, taken by Patrick E. Griffiths, of Hamilton, on July 3. The first picture shows the Lanark, assigned to the Great Lakes reserve training program, entering Hamilton Bay. In the lower one she is alongside at the Great Lakes Training Centre.

LT.-CDR. STUART GRANT MOORE, CD, joined RCN as a cadet Aug. 26, 1938; served in *Stadacona*, *HMS Excellent*, *HMS Erebus*, *HMS Vindictive*, *HMS Diomedé*, *Restigouche*, *St. Clair*, *Niobe*, *HMS Vernon*, *HMS Drake*, *Uganda*, *Naden*, *Ontario*, *Quebec*, *Iroquois*, *Fortune*, *Bytown*; last appointment, Naval Headquarters, on staff of Assistant Director Naval Manning (Programs); commenced leave July 20, 1964; retires on Feb. 21, 1965.

CD OFF JOHN ALBERT NORRIS, served in Royal Navy July 11, 1935, to June 6, 1952; joined RCN as an able seaman June 7, 1952; promoted to acting commissioned gunner on

June 3, 1959; served in *Niobe*, *Cornwallis*, *Stadacona*, *Magnificent*, *Cape Breton*, *Naden*, *HMS Excellent*, *Cap de la Madeleine*; last appointment, HMCS *Stadacona*, for Weapons Division; commenced leave July 8, 1964; retires on Jan. 31, 1965.

CDR. CHARLES RODGER PARKER, DSC, CD, joined RCNVR as a probationary sub-lieutenant April 23, 1941; served in *Royal Roads*, *Naden*, *Niobe*, *Stadacona*, *HMS Uganda*; transferred to RCN as lieutenant Jan. 17, 1946; served in *Uganda*, *Naden*, *Bytown*, *Athabaskan*, *Cayuga*, *Stadacona*, *Ottawa*; last appointment, HMCS *Naden*, on

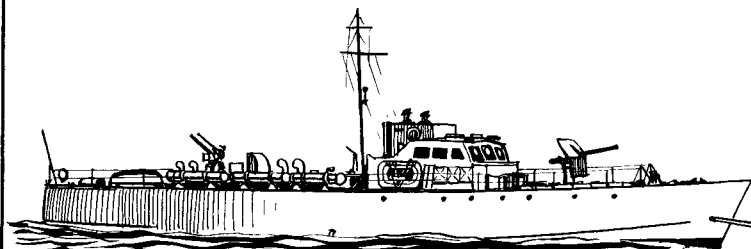
staff of Maritime Commander Pacific as Chief Staff Officer Plans; commenced leave July 6, 1964; retires on Jan. 22, 1965.

LT. LLOYD WESLEY TURNER, CD, joined as a boy seaman July 12, 1937; promoted to acting commissioned officer (SB) on Sept. 22, 1952; served in *Naden*, *Fraser*, *Stadacona*, *Givenchy*, *Quatsino*, *Avalon*, *Three Rivers*, *Chaleur*, *Jonquiere*, *Arnprior*, *Cornwallis*, *Peregrine*, *Quinte*, *Bytown*, *Cornwallis*, *Algonquin*; last appointment, HMCS *Stadacona*, on staff of Flag Officer Atlantic Coast as Assistant Staff Officer (Information); commenced leave July 8, 1964; retires on Feb. 14, 1965.

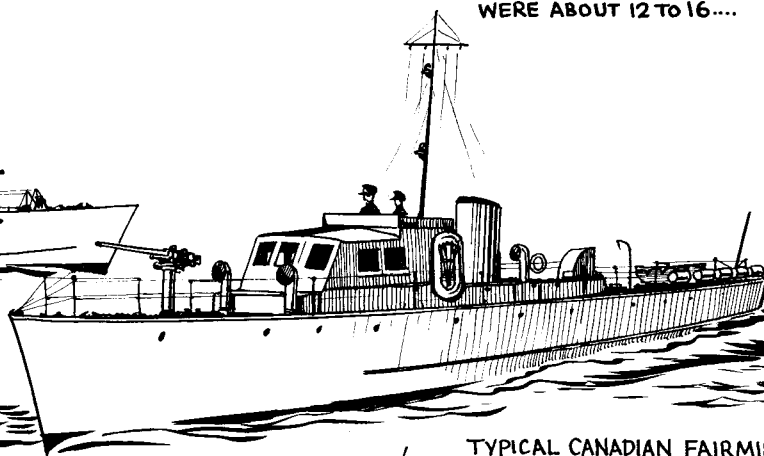
Naval Lore Corner

Number 129 THE UBIQUITOUS FAIRMILES

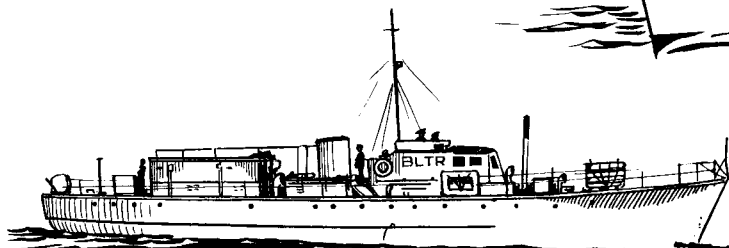
SOME 750 OF THESE STURDY LITTLE WOODEN VESSELS WERE BUILT DURING WORLD WAR II (102 OF WHICH SERVED IN THE R.C.N.). OF SEVERAL TYPES AND CLASSIFICATIONS, THEY SERVED IN A VARIETY OF ROLES WITH COASTAL FORCES. THEY AVERAGED 65-75 TONS, WITH SPEEDS OF FROM 20 TO 36 KNOTS, DEPENDING ON THE TYPE OF ENGINES FITTED. COMPLEMENTS WERE ABOUT 12 TO 16....



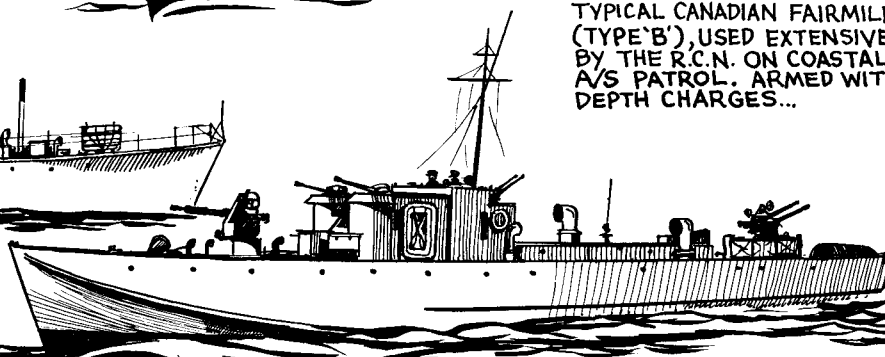
FAIRMILE TYPE 'A' CONVERTED AS A MINELAYER WITH 6 GROUND MINES AND FUNNEL REMOVED



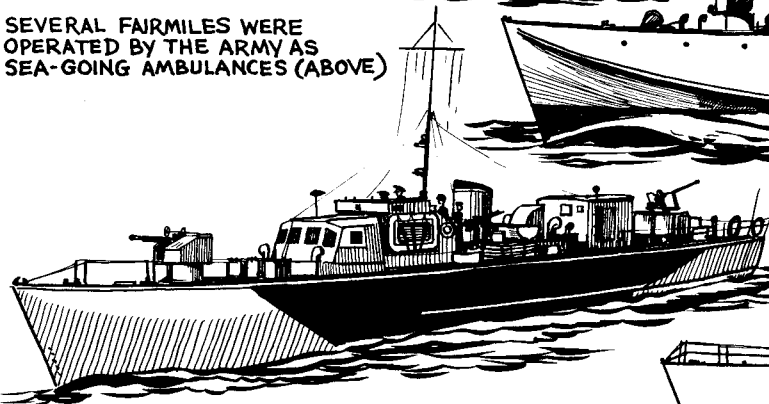
TYPICAL CANADIAN FAIRMILE (TYPE 'B'), USED EXTENSIVELY BY THE R.C.N. ON COASTAL A/S PATROL. ARMED WITH DEPTH CHARGES...



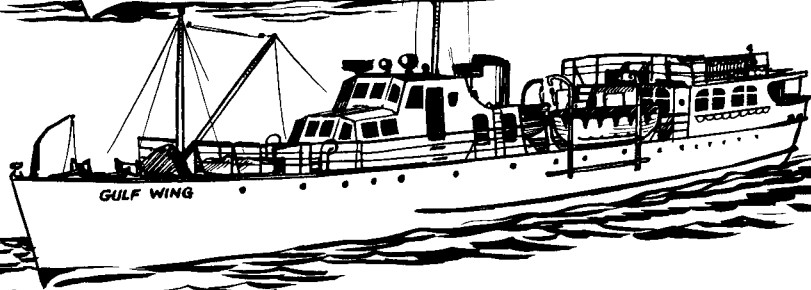
SEVERAL FAIRMILES WERE OPERATED BY THE ARMY AS SEA-GOING AMBULANCES (ABOVE)



FAIRMILE (TYPE 'D') FITTED AS A MOTOR GUNBOAT. ARMED WITH ONE 2-PDR., TWIN 20 MM, 2 TWIN .5 MACHINE GUNS AND 2 TWIN .303 MACHINE GUNS.



FAIRMILE FITTED AS RESCUE LAUNCH (ABOVE), WITH CABIN AMIDSHIPS FOR SURVIVORS..



AFTER THE WAR MANY FAIRMILES WERE CONVERTED TO CIVILIAN USE. TYPICAL CONVERSIONS WERE THE "GULF WING" (RIGHT) REFITTED AS A COASTAL PASSENGER-FREIGHTER ON CANADA'S WEST COAST, AND THE YACHT "PACIFIC GOLD" (UPPER RIGHT) ...EX-M.L.124...

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