

# *The* CROWSNEST



Vol. 15 No. 7

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# The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY 1963

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*The Cover*—Fickle winds again robbed the *Oriole* of victory in the Swiftsure classic this year, but there were merry breezes to help the West Coast training yacht along when she made a cruise to Seattle in June. The picture was taken by Ldg. Sea. Edward Kochanuk. (E-72698)

## LADY OF THE MONTH

Here is a companion piece to the picture on the inside of the front cover of the May issue, which showed HMCS *Columbia* with Manhattan's towers in the background.

This time the ship is HMCS *Haida* and the towering buildings forming the backdrop are those of the U.S. automobile metropolis, Detroit. The veteran Tribal class destroyer escort was steaming down the Detroit River after having paid a visit to the naval veterans' reunion at Sarnia when she was photographed from the Canadian side of the river. (Photo courtesy *The Windsor Star*)

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## RCN NEWS REVIEW

The guard at the present, preparatory to firing the feu de joie during the sunset ceremony at Cornwallis. The ceremony was again a feature of Dominion Day celebrations in Ottawa this year. (DB-18028)

### **Senior Posts Exchanged**

Rear-Admiral Kenneth L. Dyer, Flag Officer Atlantic Coast and Maritime Commander Atlantic, with headquarters at Halifax, and Rear-Admiral Jeffrey V. Brock, Vice-Chief of the Naval Staff at Naval Headquarters, Ottawa, exchanged appointments in July.

Rear-Admiral Dyer had held the East Coast appointments since August 1960. He became a member of the Naval Board on taking up his new appointment.

Rear-Admiral Brock had been Vice-Chief of the Naval Staff since June 1961.

### **First Aid Trophy To Navy Firemen**

The Naval Fire Service first aid team from HMC Dockyard, Esquimalt, has won the Totem trophy emblematic of the B.C. provincial first aid championship. A message of congratulation was addressed to the team on June 25 by Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast.

### **Cadets Cruise To Southern U.S.**

Forty preparatory year cadets from the College Militaire Royal de St. Jean embarked in two frigates of the Ninth

Escort Squadron in late June for a month-long training cruise to southern U.S. ports.

The *Swansea* and *Cape de la Madeleine* are visiting the ports of St. John's, Nfld.; Charleston, South Carolina; Miami, Florida, and Bermuda, returning to Halifax August 2.

The cadets, all in their first year at CMR, are receiving their first taste of shipboard navy life.

### **Wrens Founded 21 Years Ago**

Canada's wrens attain their majority this year, and the occasion will be celebrated at a reunion in Winnipeg.

The first class members of the Women's Royal Canadian Naval Service completed its training in August 1942. Ex-wrens from coast to coast and from the United States will attend the national reunion planned for August 23, 24 and 25.

The program of the three-day celebration will be centered on HMCS *Chippawa*, the Winnipeg naval division, and United College, where visitors from out of town will be accommodated.

Wrens wishing further information should get in touch with Mrs. Nina Davis, 80 Beaver Bend, St. James 12, Manitoba.

### **C-in-C Home Fleet Visits Canada**

Admiral Sir Charles Madden, Commander-in-Chief of NATO's Eastern Atlantic Area and Commander-in-Chief of the British Home Fleet, visited Canada July 2-11.

He was in Ottawa July 2-4 for discussions with senior officials of the Department of National Defence and then went to Kingston, July 5.

On July 6, Admiral Madden embarked in HMS *Tenby*, a Whitby class frigate, at the northern end of the Welland Canal for passage down the St. Lawrence Seaway and river, to arrive at Quebec City July 9.

Admiral Madden was to fly from Quebec City to Halifax on July 10 and leave Halifax the following day by air for Britain.

### **Dental Cadets Look at Navy**

A group of 17 cadets of the Royal Canadian Dental Corps toured RCN Atlantic Command facilities in June.

The tour has included such naval shore establishments as *Shearwater* and *Stadacona* and the diving tender *Granby*.



## New Commandant For Royal Roads

Captain William P. Hayes has been appointed as commandant, Canadian Services College, Royal Roads, effective July 17.

Captain Hayes has been serving at Naval Headquarters since September 1961, first with the Joint Missile Defence Staff and later with the Directorate of Strategic Studies.

He succeeds Group Captain Alan F. Avant who has held the appointment since July 1960. Group Captain Avant will take up a new appointment as commanding officer of 1 Wing at Marville, France, July 30.

Captain Hayes, who was born in Swift Current, Sask., entered the Royal Canadian Navy in August 1939 after graduating from the Royal Military College Kingston.

He served in ships of the Royal Navy until July 1942 and during this period was with the force which launched the naval air attack on the Italian naval base at Taranto. He witnessed the sinking of an Italian destroyer by his ship, the cruiser HMS *York*, and took part in the evacuation of Crete. He survived the sinking of the *York* in Suda Bay in May 1941.

In October 1942, he was appointed to the *Iroquois* and served on convoy routes to Russia and on patrols in the Bay of Biscay and the English Channel. In the postwar years, Captain Hayes served in the destroyer *Nootka*, and *Magnificent* and held various shore appointments.

He took command of the destroyer *Cayuga* in February 1953 and, after a tour of duty in the Korean War theatre, was appointed officer of *Naden*, in January 1955.

Captain Hayes was appointed for courses with the United States Navy in July, 1958. He commissioned the *Columbia* in November 1959.

He was promoted to his present rank and appointed Commander Fifth Canadian Escort Squadron on April 26, 1961.

## RN Submarine Visits East Coast

The British submarine *Odin* was in Halifax in mid-May for a two-day informal visit. Commanded by Lt.-Cdr. Simon Burrage, the *Odin* has a complement of 71 officers and men.

## Auxiliaries Draw Praise

Units of the RCN's Blue Ensign fleet were officially praised recently for widely differing tasks at sea.



PO Rendell Guinchard (left) and AB Richard Chipman display certificates awarded for "exemplary operational performance", for making a confirmed initial detection of a U.S. nuclear submarine during a joint RCN-USN exercise off the eastern seaboard. PO Guinchard, a weaponman underwater, who usually serves on board HMCS *Gatineau*, was on loan to HMCS *Terra Nova*, in which AB Chipman is a sonarman. The certificates are signed by Rear-Admiral Robert E. Riera, Commander of Carrier Division 14 of the U.S. Navy. The submarine detected was the USS *Nautilus*. (HS-71053-159)

The minelayer *Bluethroat* and ocean tug *St. Charles* were singled out for high praise at Newport, Rhode Island, following a recent NATO exercise. The convoy commodore said the civilian-manned, Halifax-based ships did an outstanding job in the convoy, especially during a period of heavy weather in late April on the North Atlantic.

More recently the *St. Charles* received a "well done" from Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, on the excellent seamanship displayed by her master, Captain Walter May, of Dartmouth, in a heavy swell while transferring a patient off Halifax from the USNS *General Maurice Rose* on the night of May 13.

The transport was en route to New York from overseas when it became necessary to convey a U.S. serviceman's child to hospital.

## Helicopter Aids Injured Boy

An injured 13-year-old boy was rescued by two Royal Canadian Navy helicopter pilots on April 15 from Finlayson Mountain, 10 miles west of Victoria.

The pilots inched their helicopter along a face of the mountain at tree-top level to pick up the boy, Ken Peach, of Victoria, who suffered head and back injuries when he fell 30 feet on the mountain.

Volunteer rescuers, firemen from nearby Langford, carried the boy down to the mountain's 100-foot level and strapped him into a stretcher for the helicopter to pick up. He is in good condition in Royal Jubilee Hospital in Victoria.

Sub-Lt. I. A. Powick, pilot of the craft, and PO Ronald Greenbury took the helicopter into a narrow space with only 10 feet of clearance on either side between the mountain face and trees, to make the rescue. The helicopter got out by flying backwards along its course.

On the East Coast, a helicopter was despatched from *Shearwater* on May 4 at the request of RCMP to search for a seven-year-old boy lost in woods near Sheet Harbour, N.S. The boy found his way out of the woods while the search was in progress.

## Artemis Joins Division Briefly

The British submarine *Artemis* joined the Sixth Submarine Division at Halifax for the first three weeks of June.

She exercised with ships and aircraft of the RCN until leaving the Halifax station to meet other commitments of the Royal Navy.

## Six DDEs Go On Atlantic Exercises

Six RCN destroyer escorts left Halifax June 10 for exercises in the Atlantic to be followed by a six-week training cruise to Britain and Europe.

They were the *Gatineau* (Cdr. J. W. Roberts), the *St. Croix* (Cdr. D. M. MacLennan), the *Chaudiere* (Cdr. R. H. Falls), the *Kootenay* (Cdr. D. H. Ryan), the *Columbia* (Cdr. A. E. Fox) and the *Terra Nova* (Cdr. J. B. Young).

The ships are units of the Fifth Canadian Escort Squadron, commanded by Captain C. P. Nixon, who was embarked in the *Gatineau*.

After fuelling at Plymouth, England, June 23, the ships were to visit Kiel, West Germany, from June 26 to July 1; Copenhagen, Denmark, from July 2 to

July 9, and be based at Londonderry, Northern Ireland, from July 13 to 28. The squadron will return to Halifax on August 5.

### **Families Taken On Short Cruise**

May 18 was "family day" for four destroyer escorts of the Pacific Command's Second Canadian Escort Squadron.

Wives and families of personnel serving in the *Fraser*, *Skeena*, *Margaree* and *Saguenay* were invited on board the ships for a cruise in local waters.

During the five-and-a-half-hour cruise the families witnessed gun-firing practice, the transfer of personnel from one ship to another by jackstay, and the firing of the ships' anti-submarine mortars.

The combination business-and-pleasure cruise permitted further training

for ships' companies, and at the same time gave wives and children of the sailors a first-hand look at a fleet operation.

It was the first time that four ships of the command have joined in such a dependents' day cruise.

### **Anniversary of Battle Observed**

The 150th anniversary of the engagement between HMS *Shannon* and the USS *Chesapeake* was commemorated as part of the regular 11 a.m. service on Sunday, June 2, at St. Paul's Church in Halifax.

A United States Navy task force visiting port at that time landed 100 officers and men to attend the service. The Sixth Submarine Division of the Royal Navy provided British naval representation and the RCN was represented also. The RN-RCN contingents totalled 100.

Canon H. St. C. Hilchey, rector of St. Paul's, conducted the service, assisted by Lt.-Cdr. Edwin J. Nerthling, USN, senior Protestant chaplain of the visiting U.S. warships. Captain J. M. West, commanding officer of the aircraft carrier *Essex*, read the first lesson (Micah 4: 1-5) and Cdr. Kenneth Vause, RN, Commander Sixth Submarine Division, the second (Romans 13:1-9).

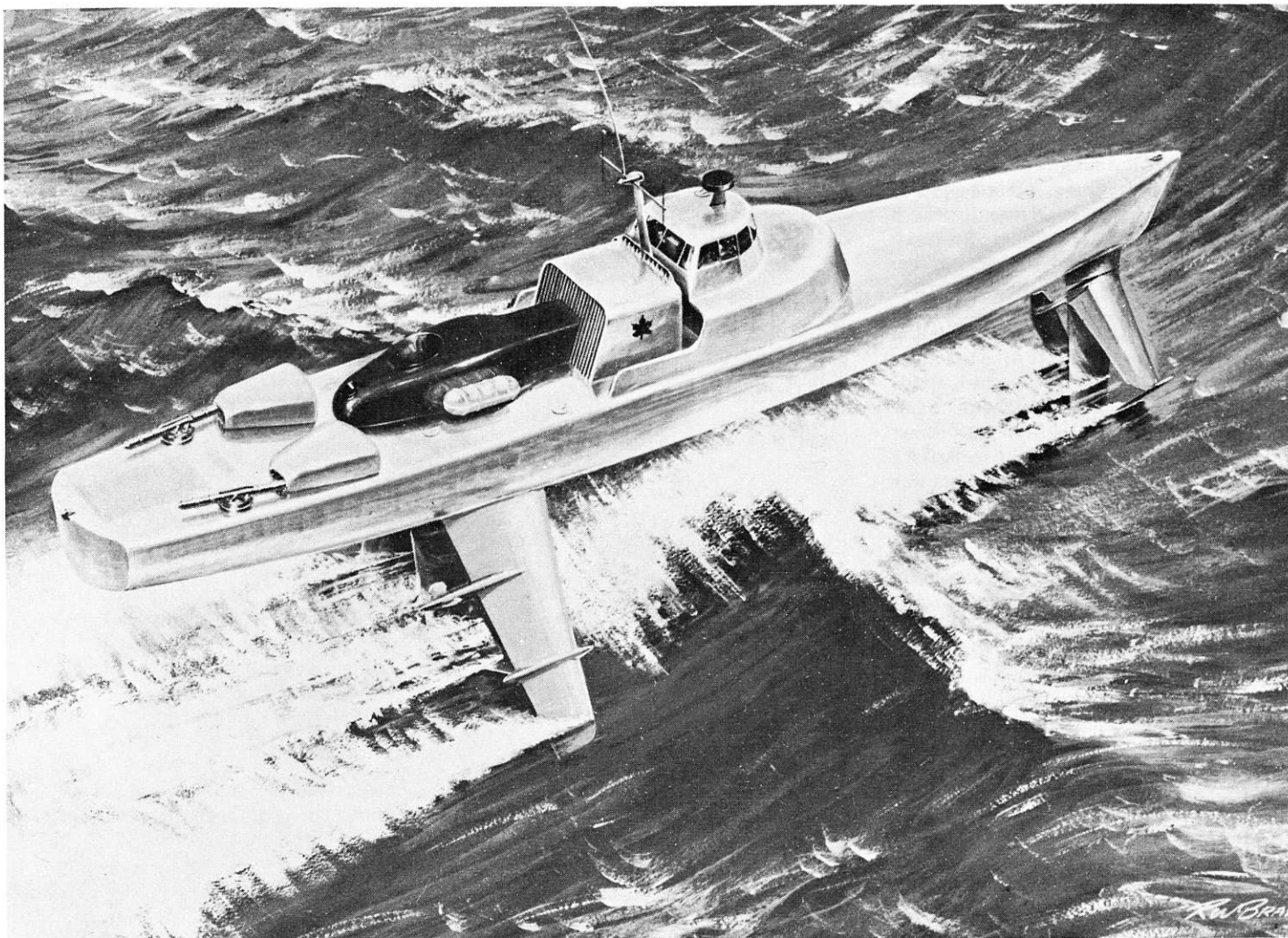
Senior naval officers attending included Rear-Admiral E. E. Christensen, USN, Commander Carrier Division 18, and Rear-Admiral Kenneth L. Dyer, RCN, Flag Officer Atlantic Coast.

Commemoration of this particular engagement was considered appropriate since it has a prominent place in the history of Halifax and of St. Paul's. The presence of British and American forces in port on the anniversary strengthened these historical links.



Captain J. M. West, USN, commanding the aircraft carrier *Essex*, reads the first lesson during a service of commemoration in St. Paul's Church, Halifax on June 2 of the HMS *Shannon*-USS *Chesapeake* naval engagement on June 1 a century and a half earlier. The *Essex* landed 100 officers and men for the service and an equal number were provided from HMCS *Stadacona* and the Royal Navy's Sixth Submarine Division. (HS-72160)





An artist's sketch of the prototype hydrofoil craft which will be designed and built for the Royal Canadian Navy. The 150-foot craft is expected to be capable of speeds in excess of 50 knots. The project is the result of extensive research carried out by scientists of the Defence Research Board, with the object of producing a relatively small, high-speed, low-cost vehicle capable of efficient anti-submarine operations on the high seas. The de Havilland Aircraft of Canada Ltd., Toronto, is the prime contractor, with other Canadian industries contributing (CN-6571)

## The New Hydrofoil

APPROVAL has been given to proceed with plans for the design and construction of a prototype hydrofoil ship for the Royal Canadian Navy, it was announced on May 17 by Hon. Paul Hellyer, Minister of National Defence. This is a further key step in a research and development program, in a new and unproven field, with the aim of extending and increasing the anti-submarine capability of the RCN.

A contract has been awarded to The de Havilland Aircraft of Canada Limited, Downsview, Ont., to complete the details of design and construct the prototype. Marine Industries Ltd., of

Sorel, Quebec, has been selected as the sub contractor responsible for the hull assembly and fitting out operations.

It is emphasized that the project is of an experimental nature, and whether the hydrofoil craft will be successful in the anti-submarine role is still to be determined. However, design studies and model tests have been promising, and Canada's development of the prototype is in areas not covered by other allied countries conducting hydrofoil experiments.

The Canadian concept has certain unique features which, it is felt, merit development to the prototype stage so

that the hydrofoil ship can be given necessary evaluation tests in rough sea conditions.

The hydrofoil craft basically consists of a hull mounted on struts fitted with lateral blades, or "foils". On reaching a certain speed, the hull is raised above the sea surface by the lift generated by the foil system.

In this state, the craft can work up to high speeds and maintain a relatively even plane.

The Canadian-designed hydrofoil uses a fixed surface-piercing foil system. Variation in lift is achieved by changes in the immersed area of the foil and

by changes in craft trim as the bow foil reacts to changes in wave height. No moving parts are required. Significant attributes of this fixed foil system are reliability, ruggedness and ease of maintenance.

Studies into the adaptation of hydrofoil craft to naval usage were begun at Halifax in 1951 by the Naval Research Establishment of the Defence Research Board. First experiments were carried out by NRE with a 45-foot boat acquired from a private owner and fitted with a "ladder" foil unit as continuation of the work started by Alexander Graham Bell and F. W. (Casey) Baldwin on the Bras d'Or Lakes in Nova Scotia in 1919.

In 1957 a larger craft, built in Britain for the Defence Research Board, was brought to Halifax on board HMCS *Bonaventure* and was made the subject of further NRE experiments. In addition, the NRE scientists used a small, barge-like experimental craft to test various types of foils.

These studies culminated in a detailed proposal by NRE for a full-scale all-weather ocean-going hydrofoil craft and in 1960 the Department of Defence Production placed a contract with The de Havilland Aircraft of Canada for a design study based on this proposal. In so far as could be determined through the use of scale models and scientific and engineering studies, the de Havilland project established that such a hydrofoil craft was feasible. On this basis, approval has been given to proceed with detailed design and construction of a prototype.

Hydrofoil craft are in commercial service in several parts of the world but there is none in existence having characteristics needed for a vehicle capable of performing in the wide range of weather and sea condition encountered on the high seas.

Design and construction of the prototype is expected to take about three years. On completion, the vehicle will be put through extensive trials to determine its seakeeping qualities. Next step in the program will be the testing of equipment and weapons under operational conditions.

The vehicle will be approximately 150 feet in length, will displace about 180 tons and will be capable of speeds in excess of 50 knots. The craft will have two propulsion systems: a marine diesel engine for use when operating in the displacement conditions and a gas turbine for use when foil-borne.

The hydrofoil craft offers promise of performing a variety of roles, commercial as well as military.



The White Ensign of the Royal Canadian Navy will be flown no more by HMCS *Lauzon*, Halifax-based frigate paid off for disposal on May 24. The *Lauzon* served during the latter part of the Second World War. In two postwar commissions she steamed more than a quarter-million miles on the North Atlantic. (HS-48204)

### ***Lauzon Retires From Service***

The frigate *Lauzon* was paid off for disposal on May 24 in a ceremony in the Dockyard at Halifax.

The ship's company was addressed by Lt.-Cdr. C. E. M. Leighton, commanding officer. CPO B. G. Penworn presented a cheque for \$2,500 to Captain W. M. Kidd, president of the Fleet Club Advisory Council, towards the establishment of permanent new quarters for the club. The money was accumulated through canteen profits and non-public funds in the ship.

CPO Penworn also presented a TV set for use in the existing club, which opened May 11 for the benefit of the leading seamen and below of the fleet in the former chief and petty officers' lounge at *Stadacona*.

AB R. C. Downey, a sonarman with almost four years' service in the *Lauzon*, presented another TV set to the Canadian Forces Hospital. It was accepted by the matron, Lt.-Cdr. (NS) Grace Walker.

Following prayers by the Eastern Command chaplains, Chaplain (P) Bruce Peglar and Chaplain (RC) James MacLean, the *Stadacona* band played two verses of the Naval Hymn. The Sunset Hymn and National Anthem followed, at which time the *Lauzon's* White Ensign, commissioning pennant and Canadian jack were lowered for the last time. The ship's company marched off to "Heart of Oak".

The frigate will be disposed of through Crown Assets for scrap, after all items useful to the fleet have been removed.



# SOURDOUGH

**F**EED IT to your cat. Feed it to your dog and, if there's some left over, give it to your horse. If unexpected guests drop in, drag it out again and feed it to them.

Twist it, tramp on it, throw all but a pinch of it away, tuck it into your shirt pocket and bring it out again next day for another meal all around.

What is this magical food, you ask? Why, that wonderful leftover of leftovers—sourdough. The staple of the northland kept many a prospector from starvation in Gold Rush days.

Sourdough still is used extensively today, by outdoorsmen everywhere and more particularly in the northland. For instance, Mrs. Ruth Allman of Juneau, Alaska, brought out her 40-year-old leftover for a group of officers and men of the Fourth Canadian Escort Squadron frigates *New Glasgow* and *Ste. Therese*.

The frigates called in at the Alaska state capital in April while on a northern patrol.

Mrs. Allman kept the luncheon party entranced for more than two hours with tales of old Alaska. She is well qualified to speak on the subject as she and her husband, the late Jack Allman, prospected throughout the north in the 1920s and '30s.

## THE FACTS ABOUT SOURDOUGH

*Could be that sourdough flap-jacks will be standard items on the menu of HMCS Yukon, providing the cooks find out what to do with that "sourdough starter," presented to the ship on behalf of Yukon Territory. If they don't know what the starter is for, they can ask the people on board HMCS Ste. Therese, who made a visit to Juneau, Alaska, in April and thereby became authorities in this staple item of the Trail of '98.*

*Lt. A. G. Gibson, information officer with HMCS Malahat, Victoria naval division, was in the Ste. Therese for training and saw the sourdough starter in action when he was a guest in an Alaskan home. He tells all about it in the accompanying article.*

Mrs. Allman's main claim to fame, however, is the fact that she's the niece of the famous Alaska district court judge, author and explorer, the late James Wickersham.

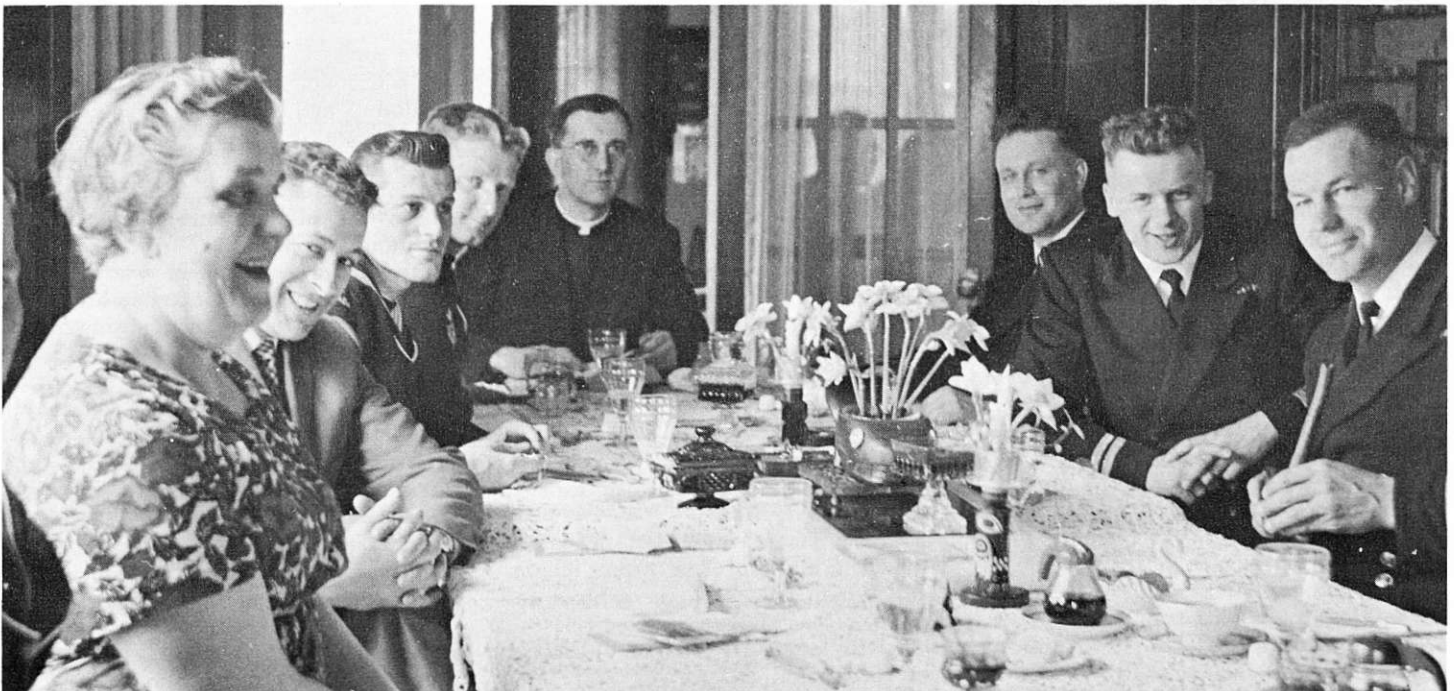
All of the famed judge's books, Eskimo and Indian artifacts and even his 70-year-old two-storey frame house up on Chicken Ridge in Juneau have been kept in fine condition by Mrs. Allman.

She now makes tourists welcome year around with her unique lunches and stories of the Panhandle. Mrs. Allman need only turn around in her chair to reach for a book, a diary or photostats to help explain some phase of the Wickersham saga.

But it's that small wad of dough that Mrs. Allman keeps in an earthenware pot that interests the Chechako (or newcomer to Alaska) the most.

Mrs. Allman has used this fist-sized bit of sourdough for more than 40 years, storing it in the refrigerator in its dormant state. She could double its size in less than a minute by just adding flour and water and have three tubfuls of the doughy mass by next morning.

The menu for the sailors was typical of what she prepares for all visitors. She baked a batch of waffles, served them with small sausages, butter and an amazing assortment of jams, jellies, honeys and syrups, all made from rose petals and rose hips—the other main staple of food of the Klondike days.



RCN guests surround the well appointed table of Mrs. Ruth Allman, in Juneau, Alaska. From left to right are Mrs. Allman, Lt. B. J. Burgess, of HMCS Ste. Therese; AB B. D. Brett and Ldg. Sea. S. A. Martin, of HMCS New Glasgow; Chaplain (P) E. P. Timmons, Ste. Therese; Lt. W. G. Austin, Lt. R. R. Godden and Lt. G. E. Pumble, all of New Glasgow. Lt. A. G. Gibson took the picture.



Three gifts were bestowed by Yukon Territory on HMCS Yukon when she was commissioned in North Vancouver on May 25. Roy Minter, of Vancouver, officially representing the Yukon commissioner and territory, gave the ship's captain, Cdr. R. W. J. Cocks, Yukon licence plates for the Yukon's jeep, bearing the ship's hull number, a badge of the territory and some sourdough pancake starter (yeast) said to be descended from the days of the Klondike gold rush of '98. Mr. Minter is with the White Pass and Yukon Route office in Vancouver. (E-72484)

Dessert was her own special brand of baked Alaska—more waffles, topped off with ice cream, strawberries and a flaming cube of sugar. Coffee and conversation rounded out the enjoyable repast.

But waffles are only one baking by-product of sourdough. You can make doughnuts, cakes, breads—in fact almost anything in the baking line from it.

The natural question about now must be: Of what is sourdough made? It's merely some mashed potato that's been fermented, then stored in a cool temperature. In other words, a source of yeast.

All the old prospector had to worry about packing around with him was his pinch of sourdough (perhaps tucked in an old tobacco can) and a sack of flour. The wild Alaska rose was his main source of vitamins to ward off the dreaded scurvy.

In fact, down there, in the small print on today's vitamin bottle, it may be acknowledged that rose hips are its base.

The opening remarks about the animals eating sourdough are no exaggeration either. It was often sourdough or nothing for a dog-team, packhorse or mule when the weather closed in out on the trail. Mrs. Allman had a cat that refused to eat much else.

The sailors from *Ste. Therese* and *New Glasgow* tucked right in. One

young seaman passed the remark that he thought every mess should have its own sourdough.

Now if somebody will just pass the flour and water, and turn up the griddle, it's hands to supper. But before you dig in, there is a grace that accompanies a meal involving sourdough. It has been adopted by the International Sourdoughs' Reunion and is to be said by Sourdoughs the world over wherever they gather. The word "Sourdough" is the nickname of the men of the Gold Rush.

The grace, written by another famous figure of the North, the "Sky Pilot of the Yukon", the late Rev. George C. F. Pringle, is as follows:

*Bless thou this food, O Lord, we pray,*

*And lovingly guide us on Life's strange way,*

*When Earth's trail ends and no longer we roam,*

*Take us safely across to our Heavenly Home.*

Perhaps you're interested in baking with this grand source of instant manna. Mrs. Allman passes on these hints and recipes:

She eliminates the problem of starting the sourdough culture of fermented potato by selling small quantities of powder already made up and this seems to the writer to be the safest course.

Select a sourdough pot—a wide-mouthed glass jar or bean pot is ideal. Never use a metal dish or spoon. A wooden spoon is a must.

Dump a packet of sourdough mix into the pot. Add only white flour and warm water to the consistency of thick rich cream.

Be sure to allow space for expansion for sourdough will start "working" immediately and more than double its size.

At night, mix the starter for the morning stack of sourdough waffles or pancakes. Remember, flour and water added the night before, never in the morning when it's to be used.

Recipe for hotcakes or waffles:

Pour into mixing bowl two cups of starter that's been sitting overnight;

add one egg;

two tablespoonsful of sugar;

four tablespoonsful of cooking oil.

When ready to bake, fold in one teaspoonful of bicarbonate of soda stirred in a jigger of water. (Incidentally, Mrs. Allman says it's best to use the little finger of your left hand for this operation as it's generally the cleanest). Then gently mix and the sourdough will thicken and sound hollow like whipped cream.

Suggestion—add blueberries or other small berries to give weight to these extra-light waffles or hotcakes.—A.G.G.



# OFFICERS AND MEN

## **\$3,200 Given To Good Causes**

More than \$3,200 was distributed among 20 local, national and international agencies when the destroyer escort *Ottawa* paid off May 24 at Esquimalt for refitting and conversion.

Proceeds of canteens and other non-public fund organizations in the ship were distributed according to the wishes of the ship's company.

Among recipients of donations were the Boys' Club of Victoria, Cerebral Palsy Clinic, Armed Services Leave Centre, Conquer Cancer Campaign, Salvation Army, Red Cross Society, Canadian National Institute for the Blind, YM-YWCA, Well Baby Clinic, HMCS *Naden*, Victorian Order of Nurses, SPCA, Canadian Mental Health Association, Maritime Museum of B.C., Protestant Orphanage, Queen Alexandra Solarium, Canadian Arthritis and Rheumatism Society, Multiple Sclerosis Society, Muscular Dystrophy Association, Canadian Heart Fund and the RCN Benevolent Fund.

## **Halifax Woman Award Winner**

A suggestion by Mrs. Alice A. MacDonald, of Halifax, has earned her a cash award from the Suggestion Award Board of the Public Service of Canada and a congratulatory letter from the Deputy Chief of Naval Personnel, Naval Headquarters.

Mrs. MacDonald's suggestion concerned clerical procedures in use in the Civil Service.

Mrs. MacDonald is the former Alice Anderson of Mulgrave. She entered the Federal Civil Service in July 1943 as a stenographer, and served until June 1948. She later was with the Nova Department of Welfare and returned to the Federal Civil Service in November 1957. She is employed at HMC Dockyard, Halifax, as a Clerk Grade 3.

## **Officer Enters Church Ministry**

Sub-Lt. Kenneth D. Benner, divinity student at Pine Hill College in Halifax, preached his graduation sermon recently in St. Michael's Church, at HMCS *Shearwater*.



SUB-LT. K. D. BENNER

Sub-Lt. Benner was well known to the *Shearwater* congregation since he spent five years as a naval airman before taking academic and theological training at Pine Hill Divinity College for his entry to the ministry. A husky young man, he was a well-known athlete, particularly on naval football teams.

## **Most Wrens Serve in East**

All but nine of the Navy's 178 regular force wrens serve in establishments of the RCN Atlantic Command where more than half are employed in operations centres.

They replace sailors in shore posts involving operations, communications, medicine and supply, helping to maintain the RCN's high sea-shore ratio.

HMCS *Stadacona* employs the most, some 85 wrens. Others are at the RCN Air Station, HMCS *Shearwater*; HMCS *Shelburne*, oceanographic station, and HMCS *Cornwallis*, Annapolis Basin training establishment. Two serve at Naval Headquarters in Ottawa, six are at the medical school in Camp Borden, Ontario, and one is on the West Coast.

He was born in Orillia, Ontario, in 1935, and entered the Navy in 1952. He was promoted to sub-lieutenant in September 1960. At college, he maintained naval connections, serving on special duty in ships and establishments during the summer. He has said that he would like to be a naval chaplain eventually.

At the beginning of June, Sub-Lt. Benner was ordained in the United Church of Canada.

## **New Structure For Wren Trades**

Introduction of a new structure and specifications for wren trades in the RCN has been announced by Naval Headquarters. Revised trade specifications are in course of promulgation.

The new structure includes the following trades: Wren Secretary (SS), Wren Accounts (SA), Wren Medical trades, Communications Operator (CO) and a new trade of Naval Operations (NO), which combines the duties of the former Seaward Defence (SD) and Navigation Plot (NP). The NO trade will comprise the largest number of wrens.

The trade of Wren Personnel Rate (WP) is being retained in the new structure on a transitional basis and specifications are under revision.

The Wren Medical trades are included in the current CFMS trade revision and specifications will be promulgated separately.

## **Fire Fighters Receive Trophies**

Approximately 50 members of the Royal Canadian Naval Fire Service, headed by Lt.-Cdr. Norman Stewardson, Base Fire Chief, gathered at the fire hall of HMC Dockyard, Esquimalt, on May 16 to witness formal presentation of numerous awards to their department by Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast.

To the navy's firefighters, were presented: The Grand Award plaque of the Canadian military division of the National Fire Prevention Association Contest, won by the naval firemen for 1962 in competition with all Canadian military organization;

The Howard Green trophy, won by the Pacific Command firemen for 1962 in competition with all departments within the Federal Government, the second time the RCN personnel have won both of these major awards, repeating honours gained in 1958;

Three Canadian Military Division certificates, and

The Grand Award shield, which is being retained in Naval Headquarters.

The Grand Award plaque was received on behalf of his department by Lt. Gordon C. Ball, assistant base fire chief. Fire Officer E. Powell received the Howard Green trophy on behalf of his fellow firefighters.

Canadian Military Division certificates were presented to Fire Officer E. Powell, representing HMC Dockyard division; Fire Officer I. J. Chidlow, representing HMCS Naden; and Fire Officer I. W. Davies, representing Belmont Park Naval Housing.

In paying warm tribute to the record of the Pacific Command firefighters, Rear-Admiral Landymore noted that fire losses throughout the entire Command (ships and establishments) in 1962 totalled only \$199. He praised the RCN firemen for their year-round fire prevention program.

### **"Navalaire"**

#### **Welcomed Back**

The end of May saw the welcome re-appearance of *The Navalaire*, fortnightly newspaper of HMCS Shearwater, after an absence of several months.

The first number of the new series is a 16-page, semi-tabloid production on good quality paper, with what appears to be substantial support from the advertisers—an essential for a newspaper published from non-public funds.

The managing editor is Lt. G. E. (Jan) Salter, photographic officer at *Shearwater*, and his assistant is CPO L. T. Edwards. Circulation is the responsibility of AB W. N. Cridland.

In welcoming the return of *The Navalaire*, Captain G. C. Edwards, commanding officer of *Shearwater*, pointed out that the naval air base is the largest shore establishment in the RCN and that the newspaper had in the past performed a most useful function in disseminating news to naval and civilian personnel serving there.

### **24 Men, 2 Wrens Earn Commissions**

Twenty-four chief petty officers and petty officers of the Royal Canadian Navy have been promoted to the rank of commissioned officer after completing an eight-month limited duty officers' qualifying course at the Fleet School, HMCS Naden.

They began a two-month divisional and administrative course in June, part of which is undertaken at *Cornwallis*, and the balance at HMCS *Hochelaga*.

Following the course they will take up appointments with the fleet.

Two other graduates of the class were Wren PO Shirley N. Stretton and Wren Anne B. Knight, each of whom was promoted to the rank of sub-lieutenant and appointed to *Cornwallis* for an officers' divisional course.

The new commissioned officers are: H. D. Abbott, H. F. Bailey, J. H. Barlow, C. J. Brooker, G. J. Bruneau, J. M. Chute R. J. Collin, D. E. Deane, A. F. Debaeremaeker, M. H. Droske, J. B. Forbes, W. G. Hillaby, W. J. Holloway, J. R. Jones, T. J. Jones, N. R. Marsaw, J. F. McGuire, H. D. Mercer, R. G. Parish, A. J. Ross, C. J. Shepherd, V. R. Vandewater, C. B. Webb, and J. W. Wood.

### **Sackville Joins Northern Cruise**

When the Canadian Naval Auxiliary Vessel *Sackville* sailed for the far north in May as part of Canada's contribution to the special program of the International Committee on North Atlantic Fisheries, she carried a member of the RCN's meteorological staff from *Shearwater*.

PO John Hebgin sailed with the *Sackville* as a meteorological observer.

The *Sackville*, a former corvette sailing with the ICNAF fleet, is engaged in an oceanographic and biological survey.

Ships representing Denmark, France, West Germany, Iceland, the United Kingdom, Russia and Canada are included in the special survey which is covering an area of more than 1,000,000 square miles. The area lies off the southern coast of Greenland and the Canadian shore of Davis Strait.

PO Hebgin is looking after ice and weather forecasts and reports for the Canadian ships CNAV *Sackville* and CCGS *Baffin*. He joined the *Sackville* May 20.

## ***It's 'Up Periscope' at the Crow's Nest***

"Up periscope!"

This could well be the cry that marks the opening of official business at the old Crow's Nest Club in St. John's, Newfoundland.

The club was founded in January 1942 as a Sea-going Officers' Club for naval and merchant service officers visiting the Old Colony, was closed for a few months after the Second World War and then reopened as a club for serving and former officers of the three armed services and merchant service.

That it is still largely nautical in character is attested to by the fact that it is now navigated by periscope. Members, if they are so minded, can inspect the rooftops and waterfront of St. John's through what was once the all-seeing eye of the German submarine U-190.

The U-190 surrendered to HMCS *Victoriaville* off Newfoundland on May 12, 1945. She was escorted to

Bay Bulls, paid a brief visit to St. John's and then operated out of Halifax under the White Ensign for a couple of years. Stripped of valuable equipment, the U-190 was taken to sea in the summer of 1947 and sunk in an anti-submarine exercise.

The periscope had been placed in the custody of the Maritime Museum of Canada in Halifax. Now, through the efforts of Commodore E. N. Clarke, Commodore Superintendent Atlantic Coast and Superintendent HMC Dockyard, Halifax, a charter member of the Crow's Nest Club, the periscope has been returned to the first land it visited as part of a recently Canadianized submarine. It took a crane with an impressively long boom to lower the periscope to the roof of the club on the top floor of a four-storey building on Haymarket Hill on a recent quiet Sunday.

"Time, gentlemen! Down periscope!"





When ships of the USN's Cruiser Destroyer Flotilla Six saw a Canadian Tracker circling above them they were unaware of the presence of their commander, Rear-Admiral J. W. Ailes, right, who had been flown out to sea from Charleston, S.C., by Lt. K. P. Sheedy. (Official USAF Photo)

### **U.S. Admiral in RCN Helicopter**

One of VS 880's commitments while deployed to the USAF base at Charleston, South Carolina, in June, was to co-operate in anti-submarine exercises with Cruiser Destroyer Flotilla Six of the United States Navy.

Rear-Admiral J. W. Ailes, Commander of Cruiser Destroyer Flotilla Six, showed a keen interest in the operations of his CRUDESFLOTSIX. He flew with Lt. K. P. Sheedy, RCN, in a Canadian Tracker, to gain first hand knowledge of progress being made. The USN ships were totally unaware of the presence of their commander. Lt. Sheedy said he carried out his normal tasks while the Admiral just sat back and observed.

The admiral caused some little degree of consternation in his ships, however, when he spoke to them before leaving, identifying himself with his personal call sign. After the plane had landed at Charleston Air Force Base, the commanding officer of VS 880, Cdr. R. C. MacLean, presented Admiral Ailes with a copy of the squadron badge.

In Charleston, as always, the USN showed every consideration to the RCN. Admiral Ailes sent Lt. Sheedy a letter thanking him for his flight in the Tracker and praising his proficiency as a pilot and ASW tactician.

### **Prevost's Captain "Towed" Ashore**

Traditional naval protocol for retiring commanding officers was followed as closely as possible for Captain G. A. Maclachlan when he relinquished com-

mand of the London naval division, HMCS *Prevost*. Lack of navigable water, however, led to a one-letter change which made "rowed" into "towed".

When Captain Maclachlan's retirement came up, personnel at the division fabricated a likeness of a boat, mounted it on a dolly and decided to let their parade square double as the ocean. Appropriate signs adorned the stern and superstructure, like "Wot! No water?" under a Kilroy-was-here face.

After Captain Maclachlan had climbed on board the single-masted craft to mark his formal retirement, his officers towed him around the parade to the resounding cheers of his assembled ship's company. He had served in the reserve for 23 years, of which the last four-and-a-half were in command.

Following a march-past, Cdr. D. W. Paddell witnessed the signing of the change of command document in which Cdr. H. W. Littleford took over.

Captain Maclachlan's last official act was to present two Canadian Forces Decorations.

*Prevost's* new executive officer is Lt. G. A. Baker.

### **Seven Awards for Supply Depot**

One award of honour and six certificates of merit were presented to the Aviation Supply Depot, Dartmouth, at the 44th annual meeting of the Nova Scotia Accident Prevention Association.

The award of honour is for companies, employing 20 or more employees, which have operated 365 days without a lost-time accident.

Certificates of merit are awarded to departments or groups of departments, employing 20 or more employees, which have worked a calendar year without a lost-time accident.

Awards were presented to the various supervisors by Cdr. R. V. P. Bowditch, Officer-in-Charge, Aviation Supply Depot, Dartmouth. It was pointed out that the award of honour achieved by the depot was one of 14 awarded by the Nova Scotia Accident Prevention Association throughout the province.

### **CORRECTION**

Four lines of type were transposed in the article, "Trade Advancement Ceiling", on page 12 of the May issue of *The Crownsnest*. Lines three to six inclusive should have appeared at the end of the text. In addition, the figure for Underwater Weaponman in the Esquimalt Port Division advanced to Trade Group III should have been "7" rather than "6".

### **Reserve Wren Officer Promoted**

Promotion to the rank of lieutenant-commander is a rare achievement for a wren. Only three wrens have that rank in the Royal Canadian Navy and one in the RCN Reserve.

Provision exists for just one lieutenant-commander in the RCNR structure and, as a matter of fact, only two have held that rank since the return of wrens to the Reserve in 1961.

The first was Lt.-Cdr. Carol Sellars, of HMCS *Discovery*, Vancouver naval division, who is now on the retired list.

The second to achieve this rank is Lt.-Cdr. Edith J. Williams, of HMCS *Chippawa*, Winnipeg naval division, who was promoted on April 22.

Lt.-Cdr. Williams joined the war-time WRCNS in Regina on January 6, 1945, as a probationary wren writer. She served in several establishments including HMCS *Conestoga*, Wren basic training establishment at Galt, Ontario, during the Second World War. She left the service April 22, 1946, as a wren writer.

When the wrens were reorganized, she enrolled in October 1951 in the rank of acting sub-lieutenant and assumed the duties of wren divisional officer in HMCS *Queen*, Regina naval division.

In 1956 she was transferred to Winnipeg by her civilian employers and joined *Chippawa*. Her promotion to lieutenant was confirmed in June 1959, although she had held the acting rank of lieutenant since June 1955.

In civilian life she is secretary to the Dean of Dentistry at the University of Manitoba.

*Chippawa* boasts the largest wren division in Canada, with a full complement of 50, and much credit for this achievement must go to Lt.-Cdr. Williams.



LT.-CDR. EDITH WILLIAMS

# DENTAL THERAPIST

**I**N THE Royal Canadian Dental Corps clinic in HMC Dockyard, Halifax, the dental officer prepares a patient's tooth, straightens up and leaves the cubicle. He also leaves a mystified patient.

But not for long.

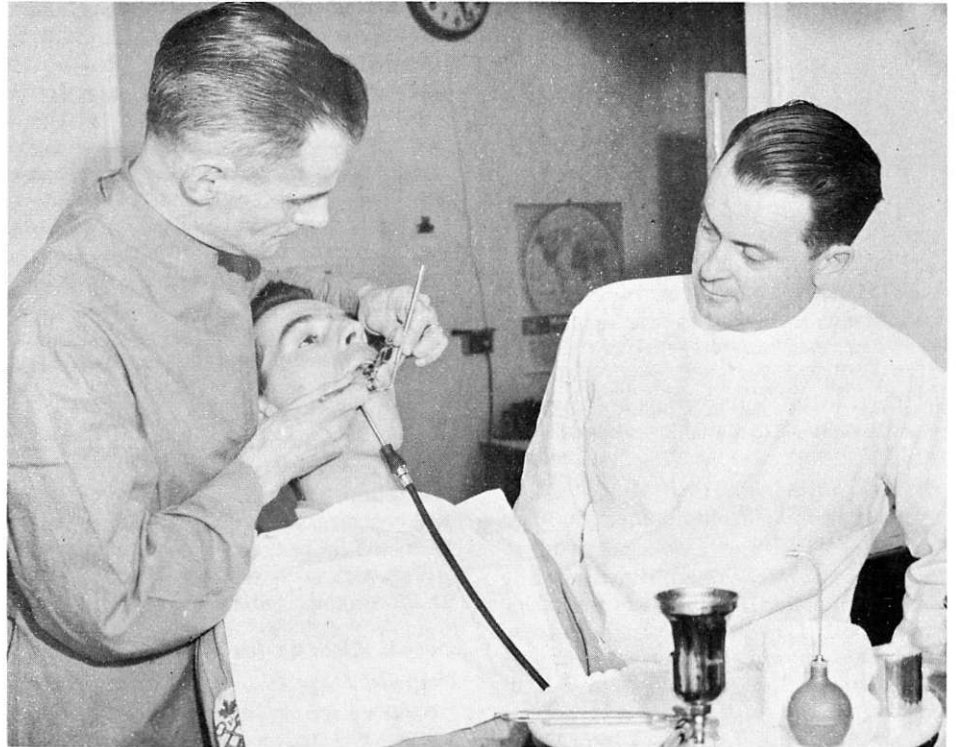
Sergeant-Major (WO2) Hilton Thorsson, Danish-born, B.C.-educated, moves in quickly and continues the treatment. As a "Technical Dental Therapist", he's the only one of his kind in the Halifax area and one of three to date in the Royal Canadian Dental Corps.

Sergeant-Major Thorsson has been trained to insert fillings, make impressions, carry out minor denture repairs and administer dental first aid. He is the dental officer's right hand man and is trained to do anything which doesn't interfere with the oral structure of the patient. This means he can't give anaesthetics, design dentures, do cavity preparations, pulp conservation or surgery.

This is all part of a study being conducted by the Royal Canadian Dental Corps to determine whether such auxiliary dental personnel can be trained to carry out certain restricted procedures at the chair under the supervision of a dental officer and whether they can be employed effectively in the dental clinics throughout the Corps.

The advent of Sergeant-Major Thorsson as a therapist at the beginning of this year in the clinic heralds a trend in the Dental Corps of equal importance, say, to the steps long since taken by hospitals, who permit orderlies to give injections to patients, nurses to handle intravenous feedings, and lab technicians to take their own samples for test. Much routine work thus is removed from a doctor's busy rounds.

Sergeant-Major Thorsson is a direct entry into the Royal Canadian Dental Corps. The corps looks after the dental



Sergeant-Major Hilton Thorsson, left, a therapist, is the dental officer's right hand man in the Dockyard Dental Clinic at Halifax. He works on PO Robert M. Tizzard, ashore from the destroyer escort Sioux, while Major R. E. Dyer, officer-in-charge of the clinic, supervises the treatment. (HS-71615)

requirements of all the armed forces although for purposes of pay and administration it comes under Army auspices, and the personnel are uniformed and ranked accordingly.

The sergeant-major, whose family settled in Langley, B.C., in the 20s, started as a dental assistant in 1951 and progressed to the Trade Group II level. He was selected from that trade for training as a clinical "hygienist" and attained the top trade level (Group IV). Last summer he was selected to take a course of several months at the RCDC School in Camp Borden, Ontario, to emerge as a therapist. His class was small and its graduates distributed to HMCS Naden, RCN Barracks, Esquimalt; the Army's Camp Borden and HMC Dockyard, Halifax.

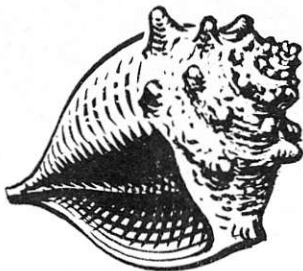
Major R. E. Dyer, who is in charge of the Dockyard Dental Clinic, considers the work of Sergeant-Major Thorsson and his select breed is one of the more significant things that have happened in the corps in the past 18 years, and "there have been many significant things"

Major Dyer says: "I can see three patients in 50 minutes now, whereas before I saw two in an hour." Since February 1961, when the major took over the clinic, until March of this year, the Dockyard Dental Clinic, which caters largely to sea-going personnel, had a total of 16,649 patient appointments in 405 actual working days. Treatment was carried out by a staff of 10 (all ranks), of whom three were dentists.

Major Dyer, reorganizing his clinic staff to take the fullest possible advantage of Thorsson's welcome qualifications, fervently hopes the trend will continue.

Whether technical therapists will continue to be trained and employed in the Corps will depend on the outcome of the study which has been underway for the past two years and is expected to continue for at least another six months.

Meanwhile, Sergeant-Major Thorsson, who has taken to the work like a duck to water, says, "I'm keeping my fingers crossed."





# THE LAST DAYS OF SAIL

## Part Three

WHEN BOYS had finished their training in the *Lion*, they awaited drafting as required. Requests would come in for so many boys for the Channel Fleet or the China Squadron or elsewhere. Chance decided their immediate destination. It fell to my lot to go with about 30 other boys to the surveying ship *Egeria* then attached to the Pacific station. We were sent to the depot ship *Agincourt* at Portland to await the rest of the ship's company from Chatham, a crew consisting of 122 ratings and 12 officers. We also had a number of other seamen in the complement who were proceeding to relieve those on the Pacific station who were time expired or who were being invalidated out of the service. In the end we numbered about 200 in all.

At that time, in January 1900, the *Egeria* lay at Esquimalt, the naval base on Vancouver Island in British Columbia, about three miles from Victoria, the capital of the province.

It was considered more economical to send the new ship's company to the Pacific Coast rather than bring the *Egeria* back home round the Horn, for there was no Panama Canal in those days. It was therefore arranged that we should travel by the most direct route and, after everyone had been assembled at Portland, we entrained for Liverpool where we embarked on the Allan liner *Tunisian*. It was not a question of travelling liner fashion for our ship's company. We had to sling our hammocks in the steerage quarters of the ship the same as we had done so often in the *Lion*. We did not know until the *Tunisian* had put to sea that she had only recently carried a cargo of cattle, some of which had been stalled in our accommodation.

IT WAS NO holiday trip for us boys. Each day we were told off to do physical jerks and rifle drill with broomsticks taking the place of rifles. As we swung them to and fro to keep time with the ship's band playing such music hall favourites as "Sweet Rosie O'Grady", "Comrades" and "Waiting at the Church", the passengers seemed to think we were doing it for their benefit. And this was followed by Swedish drill, riding the vaulting horse and doing elaborate tricks on the parallel bars.

Fortunately we were only called on to make a public exhibition of ourselves in the mornings—the rest of the time during the eight-day crossing to Halifax we were on our own.

At Halifax, where we were quartered in military barracks, we had time to look round the town, before getting into a special train the following morning that took another eight days to make the 3,640 miles across Canada to Vancouver.

I suppose it was the most exciting railway journey in the world. We stopped for an hour every day for exercise except when travelling through part of the American state of Maine. I guess the authorities knew a thing or two. If a man deserted on United States

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by

Arthur Walpole

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soil, it would have been the devil's own job to reclaim him. Not that any such thought entered the heads of our little band of eager boys. We had embarked on a high adventure which had been worth every moment of those days of hardship and near privation in the Devonport training hulk.

Because ours was a special train it moved at a leisurely pace. We seemed to crawl through the long stretches of prairie land, with its miles of tall grass undulating in the breeze like waves approaching a lee shore. There were halts at Montreal and Ottawa and on the shores of Lake Superior. Whenever a long-distance express was signalled our train was shunted into a siding and we watched it thunder by, waiting for a long time before our locomotive got up steam again. We had time to study a special guide book we had been given, with information about places along the line and learned a lot about Moose Jaw and Medicine Hat, although we saw few cowboys and, alas, no Indians.

At the foothills of the Rocky Mountains, observation cars were attached to our special so that we could see the grandeur of the scenery in comfort. At Calgary came an extra engine with a huge snow plough to keep the track clear and another at the

back to act as a brake when descending steep inclines and to give an extra shove when climbing. Once we had scaled the mountain barrier it was sometimes impossible to see the bottom of the ravine on the side or the summit of the peak on the other. In places the track was covered with snow sheds to avoid danger from avalanches or heavy snowfalls.

There was a six-hour halt at Banff where we watched people skiing and tobogganing, a new experience for most of us. We knew nothing about winter sports but we organized a snowball fight with the locals. They knew much more about such things than we did and that day the British Navy had to acknowledge a signal defeat.

AT AN ALTITUDE of 5,337 feet we reached the Great Divide, where a notice informed us that we were entering British Columbia. The descent was so steep on the other side that it was obvious why a rear engine had been called into service. It was taken off when we came to Revelstoke, at the foot of the western slope of the mountain barrier. And so past Kamloops to Vancouver City.

It took seven hours to cross the Georgia Strait to Esquimalt, the headquarters of the Pacific station, which we reached on March 5, 1900, and the next day Cdr. Simpson assumed command of the *Egeria*.

THE BRITISH NAVY at the turn of the century was a real world force. Its strength was spread over every part of the world. The Pacific fleet was only one of several. There were the Channel Fleet, the Atlantic Fleet and the Mediterranean Fleet and others in the South Atlantic, the West Indies, the China Seas and the East Indies.

The various overseas naval formations operated together. For example the Pacific Fleet based on Esquimalt had a regular rendezvous with the Australian fleet on the annual cruise to Honolulu. The West Indies Squadron, so called, manoeuvred in the North and South Atlantic between Halifax and the Falkland Islands. The East India Squadron had bases at Bombay and in Ceylon and kept an eye on the Persian Gulf to prevent slave traffic. The China Squadron was interested in putting down



The main street of Esquimalt as it appeared at the beginning of the century when Mr. Arthur Walpole, author of the accompanying recollections, was serving out of that port in HMS *Egeria*. (E-28006)

piracy, and we all know the part the Royal Navy played in suppressing the Boxer rebellion and in the relief of the international legations at Peking in 1900. And it was the navy which supplied the 4.7 guns for HMS *Powerful*, commanded by Captain Percy Scott, which were so important in the relief of Ladysmith during the South African War.

The Royal Navy was everywhere, "a security to such as pass upon the seas upon their lawful occasions". It is rather different now when the Dominions and other countries of the Commonwealth have their own naval protection but I like to think, and indeed in my old age I believe, that the same spirit and tradition still prevail as when I was a boy.

The Pacific Fleet was not very big but it was substantial enough. When

I arrived at Esquimalt the flagship was HMS *Warspite* (Rear-Admiral Beaumont), a first class cruiser of 8,400 tons and a crew of 527 officers and men. She mounted four 9.2 guns and ten 6-inch guns and could steam at 16 knots. The second class cruisers *Phaeton* and *Amphion* (each 4,300 tons) were faster, with 16.6 knots and 5,000 horsepower. There were two sloops—the *Shearwater* and *Icarus* (each 980 tons—and the *Condor*, then on her way to join the fleet and to which I shall refer later. The effective strength of the formation was brought up by the two fast destroyers *Sparrowhawk* and *Virago* of 300 tons. The *Egeria* was not a combat vessel. She was employed on marine surveying work off the coast of British Columbia and only joined up with the main squadron in winter time or for the July celebrations of Dominion Day.

THE *EGERIA* was a screw surveying sloop of 940 tons, 160 feet long, with a beam of 31 feet. She was 27 years old, having been built at Pembroke in 1873 at a cost of £42,882. (I wonder what a similar ship would cost today). She drew 14 feet, 3 inches, of water and her only armament was two 20-pounder breach-loading guns and two machine guns—a five-barrelled Nordenfelt and a Maxim, both mounted on high pedestals on top the poop. There was also a brass mortar, originally intended for judging distances, by comparing the rates of light and sound, but long since disused. For the younger members of the crew, it was just something to keep bright and shiny. She carried 100 tons of coal for her auxiliary engines but coaling ship was just as strenuous—and dirty—as for a much bigger vessel, for all the coal had to be carried in baskets through the gun



ports along the deck to chutes. At steam, she could make about 11 knots but she was rigged as a barque and went by sail as often as possible.

The men from Chatham who had travelled 7,000 miles from the Medway to join her were a tough company. Among them were recovered deserters and inveterate drunks who did not care a fig for authority. It was said that they were sent to the *Egeria* so that they could abscond in some obscure place and never be found again. It was also well known that there were agents on the American shore who could be bribed into giving shelter to deserting British sailors. It was all arranged by Jack Day's Hotel, the only hostelry of any importance in the village of Esquimalt. Here contact could be made with American go-betweens who would bring along a suit of civilian clothes and a wad of dollar bills. The money was repaid out of the earnings of the man when he had crossed the border; the percentage demanded was such as would make the most rapacious moneylender flinch. These sharks made a dead set at the crew of the *Egeria* once they knew the type of men that formed the new complement. If a man had a trade such as a blacksmith, carpenter or painter, then the inducement was doubled, but even unskilled men were promised fancy wages as labourers and were induced to desert. And so many did that on one occasion we had such a shortage of hands that we could not put to sea until replacements were sent from the fleet.

Most of the deserters were quite useless on board and the authorities made no undue efforts to recover them. They were just posted as deserters and it was left at that. Our blacksmith was not so lucky. He had deserted almost as soon as we reached Esquimalt and crossed the border where, after a while, he did very well for himself. Two years later he was stupid enough to write to one of his old buddies in the *Egeria* asking him to come down to Jack Day's place to celebrate. All might have been well but somehow one of the officers got wind of what was going on. This was really too much. Had the blacksmith stayed in Seattle no one would have minded very much. But to come and get drunk in the only hotel at the base was going too far. A file of marines was waiting for him. He was court-

martialled and given 90 days, after which he had to serve the rest of his time instead of being discharged.

WHEN WE WENT to sea our job was to survey the inland waters of British Columbia, which had last been surveyed by Captain Vancouver 100 years before. It was mostly in the Strait of Georgia which stretches the whole length of Vancouver Island, some 285 miles from Victoria in the south to Queen Charlotte Sound in the north. It is 20 miles wide on an average, so that we were rarely out of sight of shore. It is filled with little islands and submerged rocks which we had to locate by soundings.

The whole of the ship's company, including petty officers, stokers, "idlers" and seamen were accommodated in a single mess deck. The chief petty officer and the master-at-arms occupied what looked like horseboxes which were so designed that by looking over the edge they could keep an eye on the crew. There was a similar sort of box for the writer who acted as the captain's clerk and for the ship's steward. The first class petty officers messed by themselves as did the stokers. The daymen who kept no night watches, such as the armourer, blacksmith, carpenters, butchers, painters and other artisans, also had their own accommodation. These were the "idlers" to whom I have already referred.

The seamen paid for their own messing, which amounted to a tidy sum at the end of the month. The boys paid nothing, and they could hardly be expected to on their miserable pay. Instead they acted as lackeys and bottle-washers for the older men and petty officers, and took their turn as cooks.

FOOD WAS plain and there was not too much of it. The standard issue of rations when I first joined was flour, cocoa, salt pork and beef, (sometimes fresh meat when in harbour) split peas, salt, ship's biscuit (again bread when in harbour) and lime juice to keep away scurvy. We also had a daily allowance of tea, sugar, preserved fruit and the necessary condiments.

While in harbour there was generally a fair supply of fresh provisions but when we went to sea we could only take on board stocks to last a week. After that biscuits were issued in place of bread. They were hexagonal in shape

and your guess is as good as mine as to how long they had been in the victualling yard. They were as hard as a brick. If you gave them a sharp knock, you would see the weevils fall out. It was the test of a hardened seaman that he could break a ship's biscuit on his forehead. The salt pork disintegrated into shreds when cooked but salt beef remained a hard lump no matter how long it was boiled. And the fat remaining in the harness casks was handed to the cooks to make pastry.

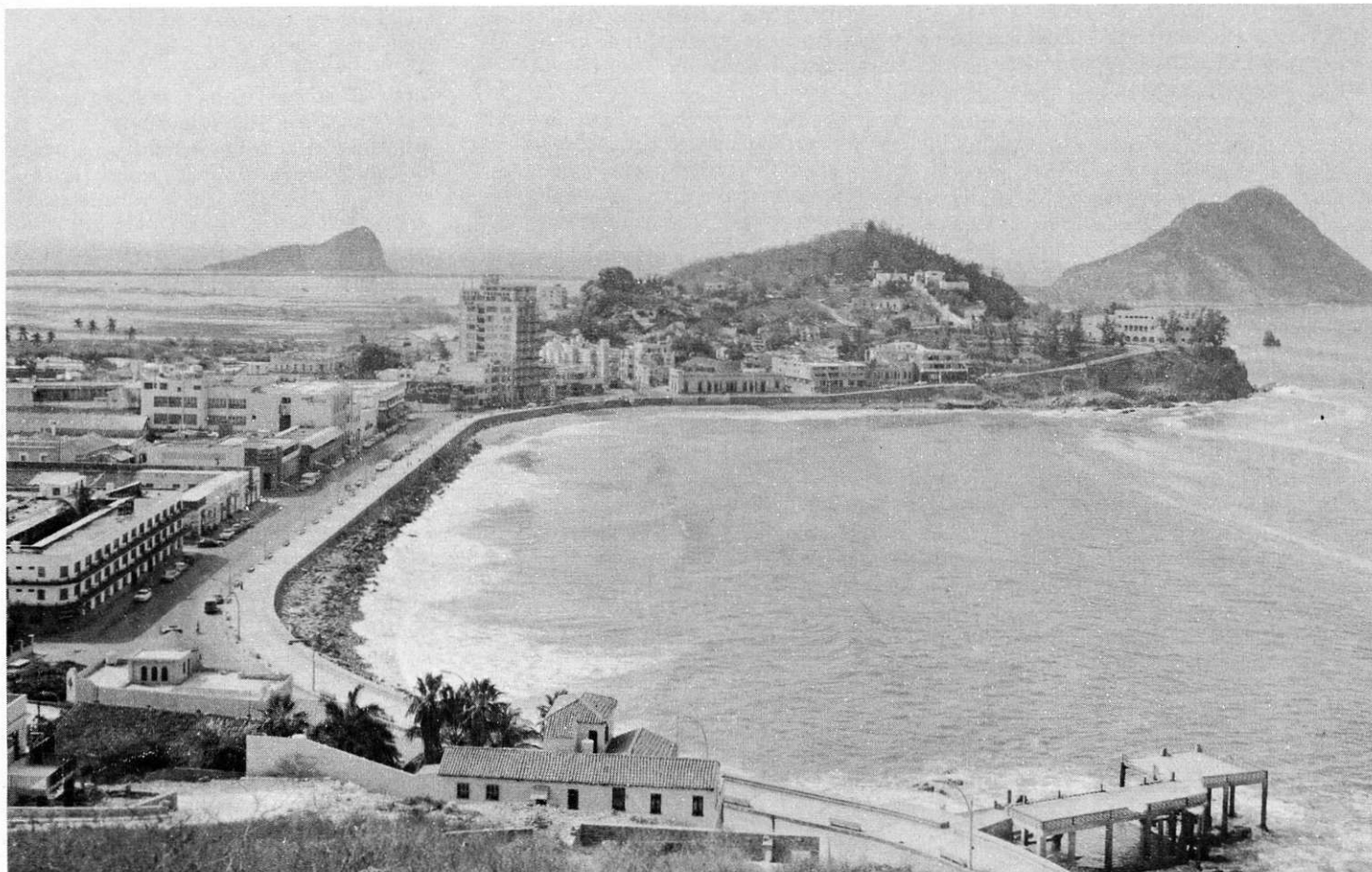
You had a basin of cocoa on turning out, with breakfast at 8 o'clock, dinner at noon and tea at 4.15. After that there was nothing until next morning unless you scrounged some bread and cheese or biscuits. The commander and the master-at-arms went the rounds at nine a.m. and at 10 p.m. all lights went out and you were piped down until next morning. We also had to be very careful about fresh water although we were never rationed.

Each man was issued with a pound of leaf tobacco on the first of the month for which he was charged a shilling. The tobacco had to be stemmed and the stalks returned to make snuff. It gave the leaves added flavour if you steeped them in a little rum before rolling them out in sacking into a "prig". The "prig" became superfine tobacco, so hard that it had to be cut with a jack knife and shredded before using. You could also cut off "quids" for chewing but in all my service I never got round to that.

For a young rating who had no taste for hard liquor the daily rum ration came in as a useful means of barter. You could get a lot of things done for you by the ship's carpenter or the other artisans if you handed over your tot of rum. Even in those days, however, there were many men who went without their grog and took a money allowance instead. It is the same in the service today.

I have mentioned the difficulties about water. In such a small ship it was always in short supply. One tub was sent to each mess for morning ablution and as the boys come last it was pretty grimy when it eventually reached them. The ship's water tank was always kept padlocked and we irreverently parodied a well known hymn "Tanky, tanky, tanky, serve out washing water; all hands are waiting to scrub and wash their clothes".

*A further instalment of Mr. Walpole's memoirs of life under sail off the Pacific Coast of Canada will appear in an early issue*



The curving shoreline and conical hills of Mazatlan give the Mexican resort city a small-scale resemblance to Rio. Sailors of the Second Canadian Escort Squadron last spring found Mazatlan an attractive port of call. (CCC2-1137)

## A VISIT TO MAZATLAN

**F**OUR SHIPS of the Pacific Command steamed from Esquimalt on March 25 last on an eventful six-week trip to southern waters.

HMC Ships *Margaree* and *Saguenay* of the Second Canadian Escort Squadron sailed together for gunnery exercises along the way, and the *Skeena* had the honoured task of being a part of the Canadian team guarding the route over which Her Majesty Queen Elizabeth II and His Royal Highness the Prince Philip flew from Australia and New Zealand via Vancouver, to England.

HMCS *Cape Breton*, escort maintenance ship, sailed independently to San Francisco.

Even though it is a relatively short voyage to San Francisco, this one had its moments. After a hasty retreat to Cape Flattery and Port San Juan with a suspected appendectomy case, the ships drove their way southward through a heavy storm off Cape Blanco, something not unexpected at that time of year.

In a matter of hours, the barometer had dropped ominously. All upper deck hands were busy, making last-minute preparations for the storm. The wind increased to 70 knots and the sea changed from glassy hillocks to rough

mountains of black water capped with white foam and blowing spray. Various speeds were ordered in an attempt to ride the sea and swell comfortably and safely, but with little luck. The ship took several heavy waves across the decks and suffered damage to some of the fittings.

Abating as fast as it had built up, the storm was over only a few hours later and was soon practically forgotten. Two days later, on March 29, the *Margaree* and *Saguenay* arrived in San Francisco, berthing alongside at Treasure Island, followed by the *Skeena* and *Cape Breton* the next morning.

San Francisco, with its varied entertainment and sights is a leave port always enjoyed by Canadian sailors and this visit proved to be no exception.

The squadron left San Francisco on April 1 and the next few days were busy ones on two counts. Her Majesty's Canadian Forces afloat had the opportunity to exercise their right to vote in the



PO A. J. Eaton, of HMCS *Margaree*, poses with the impressive catch he made during a fishing expedition off Mazatlan, Mexico.



Federal general elections. The polls for the first three days of April gave those involved in evolutions plenty of time to vote. The remainder of the time on this leg of the journey was occupied in exercising with the *Cape Breton*. The keynote of the exercises was alongside replenishment both at night and during the day. Keen competition amongst the three destroyer escorts increased their speed and efficiency in this evolution.

Arriving in San Diego on April 5, the ships commenced a pleasant 10-day stay. The squadron took advantage of the excellent training facilities offered by the USN to send several sonarmen to the naval ASW School. Captain G. H. Hayes, Commander Second Canadian Escort Squadron, and his staff visited the ASW School, Anti-Aircraft Warfare Training Centre and Navy Electronics Laboratory. Early in the week, Captain Hayes paid official calls on Rear-Admiral A. E. Loomis, Commandant, 11th Naval District, and Vice-Admiral R. T. S. Keith, Commander, 1st Fleet.

But all was not work in San Diego—"Make and mend" routine was carried out whenever possible. Twice the USN organized much appreciated tours of the San Diego area. RCN personnel were invited to use the recreational facilities of the USN and passes were given to the city's world-famous Balboa Zoo. Early Saturday morning, two busloads of men, composed mostly of ordinary seamen who had not previously visited San Diego, left for Disneyland. Even those for whom it was a second trip thoroughly enjoyed the excursion.

Three days of the next week at sea were spent exercising with USN submarines, ASW ships and aircraft. By this time, the *Cape Breton* had left San Diego for home. When working with the Americans, an invaluable exchange of information takes place on both sides. Recently learned new techniques, their merits or their faults can be assessed, thereby permitting the USN and the RCN to improve their ASW capabilities to a common end.

On April 20, an unscheduled stop was made in one of the Pacific Fleet's favourite hiding places, Magdalena Bay. Ships' companies took advantage of the quiet night at anchor to hold "banyans" on the quarterdeck. The party on board the *Margaree* proved to be a smashing success, not soon to be forgotten. Early the next morning, all ships weighed anchor and set course for Mazatlan, Mexico. It was evident that the ships were finally in Mexican waters as the temperature rose to 74°F; the tropical sea also took on its characteristic smooth, rolling, glassy appearance.

The visit to Mazatlan, commencing April 22, began with Captain Hayes making his official calls on the Mayor, the Canadian Ambassador, the British Vice-Consul, the Naval Zone Commander and the Governor of the State of Sinaloa. He was accompanied by Cdr. J. L. Panabaker, commanding officer of the *Margaree*, Cdr. R. H. Leir, captain of the *Skeena*, and Cdr. H. R. Tilley, in command of the *Saguenay*.

Mazatlan is on the mainland coast of Mexico, opposite the tip of Lower California. Of two main industries, cotton-browsing and shrimp-fishing, the latter is probably the more important, some 20,000 tons of shrimp being exported annually to the United States alone. Of late Mazatlan has come to be known as a fine tourist resort area, being advertised as the "Pearl of the Pacific". Among the most fascinating attractions to the visitor are the sweeping, white sand beaches, which stretch for miles along the coast. The water is warm and sections of calm beach can be found by those who like to swim, or pounding waves by those who like to romp in the salty surf.

Recreational facilities for the sportsman are almost unlimited. Local waters abound with such game fish as marlin, sailfish and tarpon. Fishing expeditions undertaken by several sailors were rewarded with catches of sailfish or marlin. The name Mazatlan is derived from two Indian words meaning "the place of the deer", indicating the plentiful supply of wild game in the nearby area.

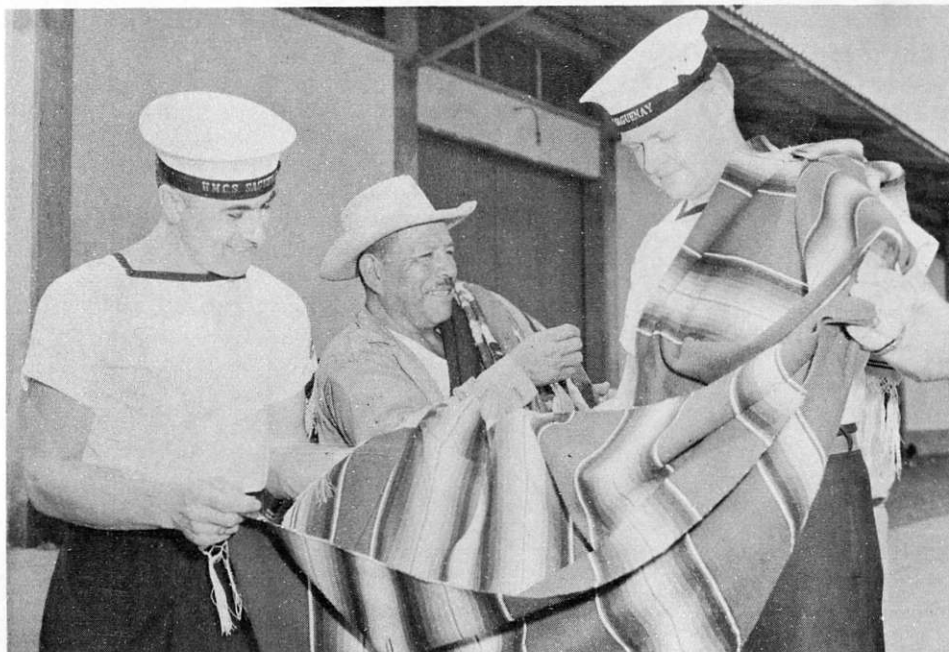
From the moment the ships arrived, sailors were greeted by the colourful

local merchants whose wares varied from bright-hued serapes to intricately tooled leather purses. The latter were very popular items. Mexicans are a highly musical and entertaining people and singing or playing can be heard any time of the day or night. Mazatlan residents are also primarily a night-life people, midday under the blazing sun being far too hot for much activity. Fine Spanish guitars provide gay high-spirited entertainment in the night clubs and cabanas.

The squadron was challenged to a basketball tournament by the cadets of the Mexican Naval Training School. Although it was a close battle, the physical training program of the naval cadets proved its worth and they came out, happily, the victors. On Saturday, April 27, the *Mackenzie*, under the command of Cdr. A. B. German arrived to join the squadron in Mazatlan, after her journey from Halifax through the Panama Canal. While still in the Atlantic, she passed and hailed a sister ship, the *Saskatchewan*, which she has replaced on the West Coast.

On Sunday morning before departure, the local populace observed the ships at ceremonial divisions and church in whites. Ship's company photographs were taken on respective forecastles. At noon, the squadron sailed for Esquimalt, arriving on May 5.

At the entrance to Esquimalt Harbour, Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, boarded the *Mackenzie* and sailed with her into harbour to welcome her to the Pacific Fleet.



A street vendor in Mazatlan, Mexico, tries to interest Petty Officers William Koch and Harvey Johnson in a colourful serape. (CCC2-1142)



# Home from the Sea

## Veterans Give Cadets Boathouse

A fine example of the comradeship that exists between men of the sea has been seen in the Sault this week by the presentation at Clergue Park of a boathouse. The presentation was made by members of the Naval Veterans' Association in the Sault to local units of the Sea Cadet Corps and the Navy League.

The spacious building—26 by 40 feet—with a ramp leading down to the water, will be invaluable to the young sailors. Until now they have had to struggle nearly 100 yards across the highway and the park, carrying their heavy boats from their headquarters to the water.

This has tended to put a blight on the boating activities of the boys. Many of them are only small and can't be expected to help lift a navy longboat. The only snag this year is that the river level is extremely low and water barely laps to the bottom of the ramp.

The Naval Veterans, who badly need a new building for themselves, decided two years ago to put aside their own projects for the sake of the boys. Since then a "hard core" of about 18 members of the Naval Veterans have given up their spare time to building the boathouse. The Veterans' Association has raised over \$2,000, by competitions, for materials.

They had help from local companies for some of the materials. The Parks Board leased them the 100 by 100-foot site at a nominal fee. A lot of lumber came from the temporary office building at Mannesmann Tube Company's plant when it was pulled down for a new building.

The veteran seamen toiled for long hours last summer, transporting the timber and putting it into the boathouse. It was common for them to start right in with the building after work, as soon as they'd finished their supper. "Some of the wives got a bit fed up with it," said one member.

A lot of concreting had to be done to the floor of the boathouse and the surrounding area and that cost the most money. Roofing had to be bought. The metal flag pole was donated, though one of the veterans did the welding on it.

When he attended the dedication ceremony and key presentation Sunday, Captain Eric P. Earnshaw of Ottawa said, "It is an excellent thing that the older generation of sailors has been able to do something as valuable as this for the younger men."

Though their sea-going days are over for most members, the Naval Veterans will no doubt get renewed pleasure out of seeing the cadets learning about boats. And the present location of the boathouse will enable members of the public to watch the activities as well.

The Naval Veterans' aim now is to increase their membership. They have 70 paid-up members though they believe there is a potential membership in the Sault of 600. For servicemen this is a worthwhile organization that combines social activities with service. This boathouse will serve as a monument to their work.

—An Editorial in the *Sault Daily Star*, Sault Ste. Marie, Ont., May 9, 1963.

## K-W Veterans Name Officers

The K-W Naval Veterans' Association, of Kitchener and Waterloo, Ontario, with headquarters in the latter city, has named the following to manage its affairs for 1963-64:

J. A. Fromm, president; J. T. Doerner, past president; L. W. Pfeiffer, vice-president; J. J. Blake, secretary; D. R. Durbin, treasurer; W. D. Ross, assistant secretary; H. F. Stumpf, master at arms; W. D. Ross, CNA delegate, and committee chairmen K. C. Buss, D. R. Woelfe, J. A. Armstrong, H. T. Williamson, E. A. Kaufman, O. Hures, A. J. Horley and J. A. Armstrong.



Setting aside for the time being their own requirements for new quarters, members of the Sault Ste. Marie Naval Veterans' Association built and presented to local sea cadets a much-needed boathouse. This was the flag-raising ceremony at the dedication of the new structure.



# The End of HMS Seraph

THE LAST of the British "S" class submarines, HMS *Seraph*, paid off for the last time on November 7, 1962, at HMS *Dolphin*. The final triumph of her long and distinguished life was achieved when she reached her "majority" on the preceding October 25. This was the 21st anniversary of her launching at Vickers Armstrong, Barrow-in-Furness, on October 25, 1941. At the time of this birthday she was the oldest submarine in commission in the Royal Navy.

The *Seraph* was one of a line of many modified and improved "S" boats built since the first was designed and ordered in 1929. She belonged to a class of submarine that was to fight with distinction in every theatre of the Second World War, and to provide useful service for the Royal Navy until November 1962.

Of medium size, the "S" class was originally designed for use in the North Sea and the Mediterranean. The boats were simple in design and reliable. The fact that in the *Seraph's* final year there were no major defects, testifies to the quality of workmanship that went into her building.

HMS *Seraph* is of interest to Canadians for three reasons. Two of these concern the Second World War and the third, the recent part of that post-war period.

Firstly, she was the submarine, then known as P.219, under the command of Lt. N. L. A. Jewell, RN (now Captain Jewell, MBE, DSC, RN), that landed General Mark Clark and his party, consisting of General L. Lemnitzer (now Supreme Allied Commander, Europe) and two colonels, in North Africa in an attempt to obtain French co-operation for the forthcoming operation "Torch".

The Americans had believed that their friendship with France since 1940 gave them a political advantage over the British, and that when they arrived in North Africa they would be hailed as liberators. To help them to achieve this, they thought that by obtaining the help of General Giraud, then the hero of a spectacular escape from a German prison and by getting him out of Vichy France to join their troops in Africa, they would have someone around whom all loyal Frenchmen would rally. The British, on the other hand, knew they were not too popular with the French at that time, and so were agreeable to sending an American. The Americans could not use one of their large ocean-going submarines in the Mediterranean. As a result, the *Seraph* sailed with two captains for the operation, the actual captain, Lt. Jewell, RN, and the "political" captain, Captain Jerauld Wright, USN (now Admiral Jerauld Wright, USN(Ret)). Their task was successful. A light-hearted reminder of his episode was displayed in the *Seraph* for the rest of her life. This was a brass plate over the door of the wardroom heads stating "General Mark Clark Sat Here".

The second part of this operation consisted of the *Seraph* arriving 20 miles east of Toulon to take off General Giraud and his party, consisting of his son, his aide-de-camp and a staff officer, Major Beaufre. This was scheduled for November 6, 1942. On November 7 another submarine, HMS *Sibyl*, Lt. E. J. D. Turner, RN (now Captain Turner, RN), Captain S/M, First Submarine Squadron, at HMS *Dolphin* arrived to collect the remainder of the party, which included Madame Beaufre and officers of General Giraud's staff. The *Seraph* had been delayed somewhat and

it turned out that the *Sibyl* went in as the *Seraph* came out. In fact they heard each other on their sonar. Had they been at the same depth it might have been a different story.

As we all know, the operation was successful, although the taking of a French general who later demanded the supreme command of all Allied forces in Africa and an immediate invasion of France as the price of his co-operation, made things complicated. In fact, the subsequent negotiations were carried out with Admiral Darlan. The operation is described in the book *The Ship with Two Captains*.

Secondly, the *Seraph* was the submarine, again under the command of Lt. Jewell, that launched the body of "Major Martin", or the "Man Who Never Was", under the codename "Operation Mincemeat". The idea arose from an incident, just prior to the North African landings, when a Catalina flying boat crashed off the coast of Spain and the bodies of the passengers were washed ashore at Cadiz. One of the passengers, a naval officer, was carrying a letter disclosing the fact that operations in North Africa were about to take place. Fortunately the letter was recovered before the German agents in Spain could get their hands on it, but the idea stayed, and under the direction of the Hon. Ewan Montague, operation "Mincemeat" was developed.

The body of "Major Martin" was washed ashore on the coast of Spain as planned. Attached to his wrist was a briefcase containing false information about the forthcoming invasion of France. This information was directed at the Germans in Spain and they swallowed the bait. It has been stated that this led to the Germans withdrawing



some of their infantry and armour from the invasion areas thus saving many Allied lives. This story is told by Ewan Montague in his book *The Man Who Never Was*. To this day the identity of "Major Martin" is known only to a few people who were closely connected with the operation, in spite of efforts by some members of the press to obtain it for publication.

After these "cloak and dagger" operations had taken place, the *Seraph* found herself with an overstrained hull, due to an unplanned encounter with the sea bottom in more than 500 feet of water. Thus she was among the first "S" class submarines to be withdrawn from operations and in 1944 was converted to a fast A/S target, or "Slippery (S) Boat", as they later became known. Her bridge was streamlined and the torpedo tubes and attack periscope removed. Later she had 46 tons of steel padding added to convert her to a torpedo target submarine, the role she played until the end of her life. Her last year in commission was spent both in this role, working for the Royal Navy and Royal Air Force, and occasionally acting as a trials submarine for the development of new torpedoes. This work took her to Plymouth, Portland, Londonderry and Lochs Long and Fyne in the Clyde areas.

Perhaps the most disappointing incident of the year came on a Tuesday afternoon in the Plymouth areas immediately before a planned operational visit to Bristol. She was acting as a target for HMS *Alaric*, when on the last run of the day the *Alaric* hit her with a salvo of two Mk. 20 torpedoes. This wiped off one propeller and damaged the blades of the second and resulted in her being towed ignominiously into Devonport and spending a long weekend in a drydock instead of at Bristol. The *Alaric* bought many a drink to pay for her good aim on that afternoon.

The *Seraph's* 21st birthday was celebrated by a mess dinner in HMS *Dolphin* on October 25, and it was attended by as many of those who were connected with the submarine during her lifetime as could spare the time. Among the VIPs were the Hon. Ewan Montague, QC, and Colonel Giraud, the general's second son, who had come from Paris for the occasion. Unfortunately, General Mark Clark and Admiral Jeraud Wright could not attend, and General Lemnitzer had been expected but his duties with NATO intervened. The hosts for the dinner were *Seraph's* first captain, Captain Jewell, RN, and her last captain, Lt. H. N. M. Thompson, RN.

Finally, having been commanded simultaneously by two captains, one British and the other American, the *Seraph* in her last years saw the addition of Canadian officers and men to her crew. When she paid off there were five Canadians serving in her. The RCN officers who had served in her are Lt. M. H. Tremblay, Lt. J. B. Elson and Lt. E. R. A. Cullwick.

The *Seraph's* last few days in commission were spent taking training classes to sea for day trips. These classes contained Indian and Pakistani officers and men and so, right up to the end, she continued her multi-national role in the Navy.

The *Seraph* is now sitting in the "Knackers Yard" at Petrol Pier, HMS *Dolphin*, awaiting her final disposal, which will probably be for razor blades. There was a move afoot to present her

to the U.S. as a monument to Anglo-American co-operation in the last war. She was to have been embedded in concrete on the campus of the Military College of South Carolina, at Charleston, S.C., under the sponsorship of the president of the college, General Mark Clark. Those of us who finished the commission in her had hoped that we might steam her across and take part in the celebration. This fell through, for various reasons, but the planes and helm wheels, the bell and the complete fore-hatch are being removed and sent instead.

The *Seraph* has now been replaced by HMS *Otter*, one of the new Oberon class boats modified to act as a target submarine. There is no place for an "oldie" like the *Seraph* in today's submarine fleet, but she has certainly earned her place in *Dolphin's* Hall of Fame.—E.R.A.C.



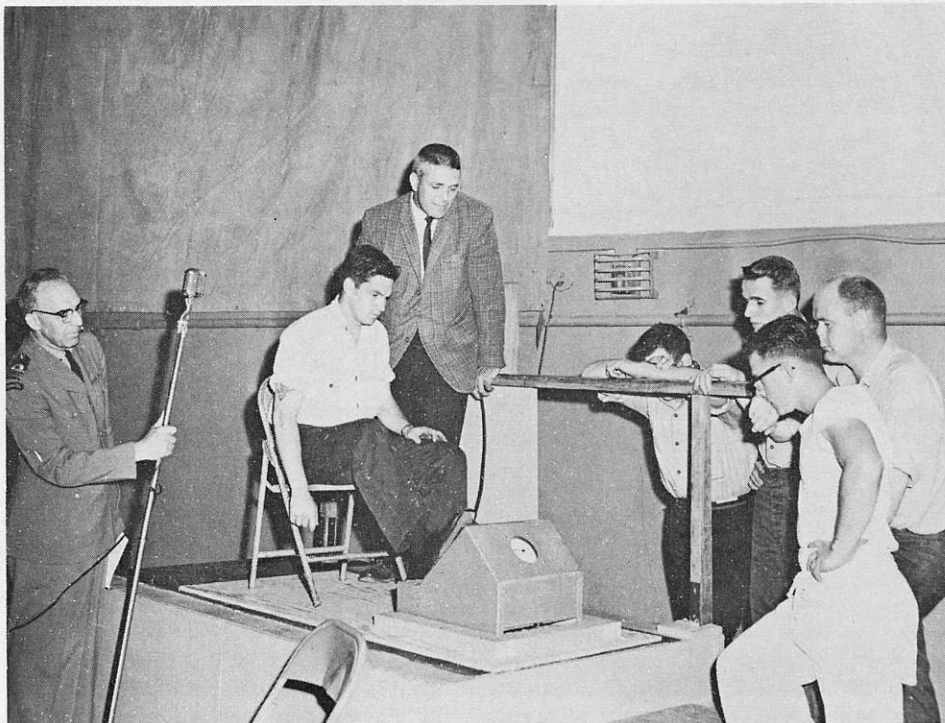
HMS Alderney, her paying off pendant ready to let fly, prepares for departure from Halifax on April 12 for Portsmouth after 15 months on the Halifax station. The Alderney was accompanied on the ocean crossing by RFA Saxonia, an ocean tug based in Scotland. (HS-71667)



# HERE AND THERE IN THE RCN



Miss Therese St. Denis won the title of "Miss Navy, 1963" at Naval Headquarters in April. A typist in the Directorate of Naval intelligence, she was a student before her appointment to the Department of National Defence in July 1957. Congratulations and a bouquet of roses are bestowed by Captain Peter Cossette, Director of Naval Manning. (O-14935)



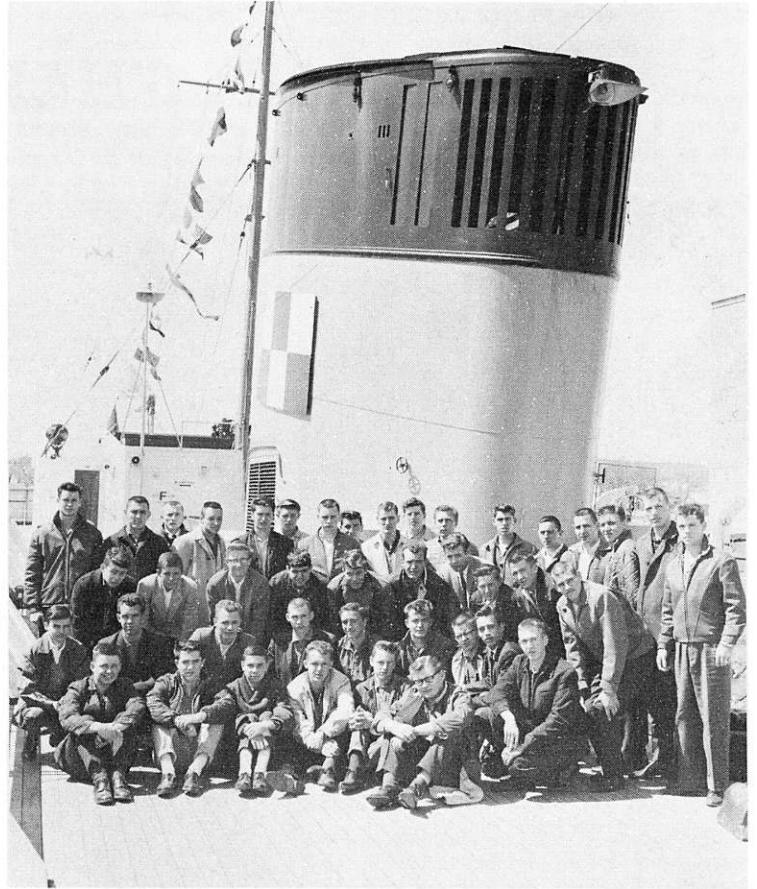
Ldg. Sea. Dennis McAffer is tested on the reaction meter used in the special Safe Driving program for naval personnel from ships in the Dockyard June 4. The program went to Stadacona and Shearwater on succeeding days. (HS-72185-3)



A warm reception awaited HMCS Mackenzie when the new DDE reached her home port of Esquimalt on the sunny afternoon of May 5. A big hello by two-year-old Lee was returned with an equally big Mexican hat from his Dad, PO William (Jerry) Pearson, whose home is in Victoria. (E-71915)



For the first time the Cornwallis Troop can boast four Queen Scouts in one year. They are shown with their fathers who have spent much time in youth activities and especially in helping to develop the Digby Districts Scout Camp. Left to right are PO Arthur Turpin and son Gregory, Warrant Officer John Shiner and son Donald, CPO James Watson and son Robert, and CPO Kenneth Blake and son Ivan. (DB-17845)



The Princess Helene, after 33 years of fair and foul weather on the Bay of Fundy, said good-bye April 27, a fine, brisk spring day, to Digby residents and the nearby base of HMCS Cornwallis. A salute from the Navy was fired from a 12-pounder by new entries of Gatineau division with PO Donald Bedard in charge. Two days later the Princess of Acadia (ex-Princess of Nanaimo) steamed into Digby at the start of a new career. On hand was the Cornwallis band to help in the festivities, while on board were new entries arriving to form the main body of the Margaree Division. (DB-17851; DB-17853)



The senior class, 40 strong, from Nova Scotia's West King High School, toured Shearwater May 24 and posed before a CS2F-2 Tracker of VU 32. They also saw a Sikorsky HO4S-3 helicopter of HU21 and viewed the naval film "Wings for the Fleet" (DNS-31099)



# THE IMPRACTICAL K-BOATS

ANY INVENTOR who tried to persuade the Admiralty to build a submersible steamship, complete with two folding funnels, boiler room, air intakes, and other steamboat accoutrements would doubtless be firmly removed from Their Lordships' presence. In normal times, that is.

But the autumn of 1914 was far from normal. Five of the proudest ships of Britain's "sure shield" lay at the bottom of the North Sea, sunk by unseen U-boats. The remainder of the fleet was ordered to remain in harbour until some solution to the problem could be found. All too late the Royal Navy realized that only 17 submarines of its neglected force of 64 boats could be safely employed outside coastal waters.

Unable to recognize the real significance of submarines back in those years, despite the German navy's excellent demonstrations at every harbour mouth, the British decided they must build a class of submarine fast enough to manoeuvre with the fleet in tightly stationed flotillas. The top speed available from diesels was 21 knots. So the Admiralty decided to hold out for steam-driven submarines capable of 24 knots or more on the surface.

And so the "K" class was born. Designed by D'Eyncourt in 1913, and built by Vickers at \$1,500,000 each, the K-boats were 338 feet long, displaced 1,700 tons, and had a 3,000-mile cruising range, mostly on the surface.

Their armament included four 21-inch torpedo tubes in the bows, four similar tubes trained on either beam, and two 4-inch deck guns.

The K-boats were the biggest, fastest and most powerful submarines to be

launched until the first American nuclear submarines left the ways 40 years later. Few destroyers of the First World War could match their length or tonnage.

But they were one of Britain's costliest shipbuilding failures. Their diving planes, control surfaces, valves and ballast pumps could not control the ungainly size of the K-boat at its low submerged speeds. The hull was weakened by too many openings. Of the 17 K-class submarines launched between August 1916 and May 1918, 16

## BOOKS for the SAILOR

were involved in major accidents. One sank during trials. Three were lost in collisions. A fifth disappeared at sea. Another sank in harbour. Nearly all struck bottom at regular intervals in the shallow North Sea.

"K for calamity," said the desperate officers and men who manned them, and called themselves the "Suicide Club". One of the legends of their doomed flotilla is a conversation alleged to have taken place between a captain and his first lieutenant: "I say, Number One, my end is diving. What the hell is your end doing?"

The most disastrous chapter in the K-boat story was probably "The Battle of May Island" on January 31, 1918,

when nine K-class submarines steamed out of the Firth of Forth in line-ahead with 10 battleships and cruisers ahead and astern.

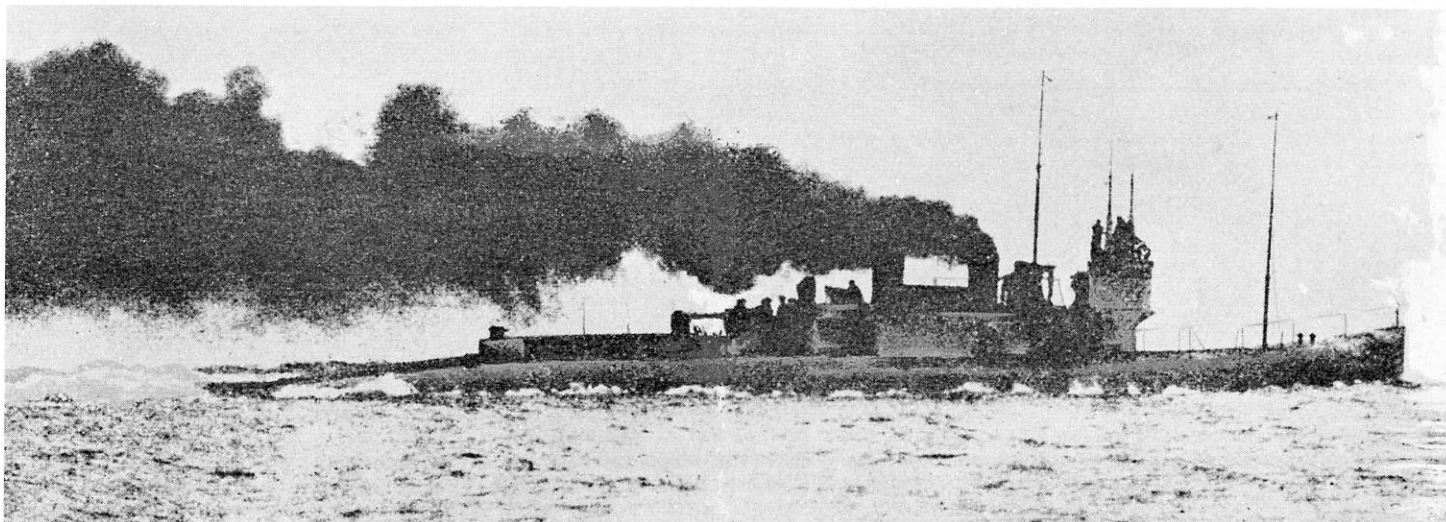
Modern submariners hate surface consorts, even with radar to help out. But the K-boats of 1928 steamed darkened at 20 knots with only two cables of water between themselves and the cruisers and battleships astern. And on this particular night the steering gear jammed on K-14. Within a few minutes three submarines were sunk and four more damaged.

"It looks as if there was something wrong with the standard of efficiency of the officers," commented the First Lord of the Admiralty in a memorandum to the First Sea Lord a few days later. Their Lordships never questioned the K-boat's qualities, or the planning that produced such night rehearsals for classical fleet manoeuvres.

Even after the 1918 Armistice, the Royal Navy continued to commission—and lose—more K-class submarines. The last three were renamed "M" class and equipped with 12-inch guns as submersible monitors. M-1 was lost with 69 officers and men on November 12, 1925, off the Devon coast, probably after being rammed by a Swedish freighter.

M-2 was fitted with a seaplane hangar. She vanished January 26, 1932, with 60 men on board, off Portland. Her wreck was found, with the hangar door partly open.

M-3 was converted for minelaying, but was scrapped by the Admiralty in 1933, just 20 years after the first drawing of the type had been seen by the Admiralty.



Mr. Everitt's excellent, but brief book on the K-boats is well furnished with photographs and plans of one of history's saddest experiments in ship-building.—K.E.G.

THE K BOATS, by Don Everitt, Clarke Irwin and Company, Limited, Toronto; \$4.25.

## COLD WAR

THE COLD WAR of the 1960s in the dismal seas between Greenland and Iceland is the setting for the current best seller *The Bedford Incident*, a fictional account (bristling with very accurate facts) about mortal combat between a mighty USN destroyer-leader and a Soviet submarine.

USS *Bedford* possesses every anti-submarine device from scanning sonar to ASROC, with a dedicated captain and a crew who keep themselves in a permanent state of "WUP-mindedness". In the end, their tautly stretched nerves and eternal vigilance congeal into a sort of hypnotic trance.

The Soviet submarine is just short of being nuclear: it's a hydrogen-peroxide-powered boat of exceptional speed and agility, capable of diving to a thousand feet or more.

Through endless exhausting exercises the two craft come into frequent conflict, but are prevented from taking any hostile action by the rules of peacetime protocol on the high seas. The climax occurs when the American captain finally traps the Russian inside Danish territorial limits on the Greenland coast. He signals for approval to "challenge and interdict" the trespasser while remaining in contact. NATO headquarters consents, and the Americans prepare to attack.

At this moment the U.S. Naval headquarters orders the *Bedford* to do nothing that might aggravate another Berlin crisis. So for days and nights without sleep the American ship merely tracks the submarine, and finally—you guessed it—loses contact.

Instantly, of course, comes a message from CNO allowing the destroyer to make an attack if the Russian fails to

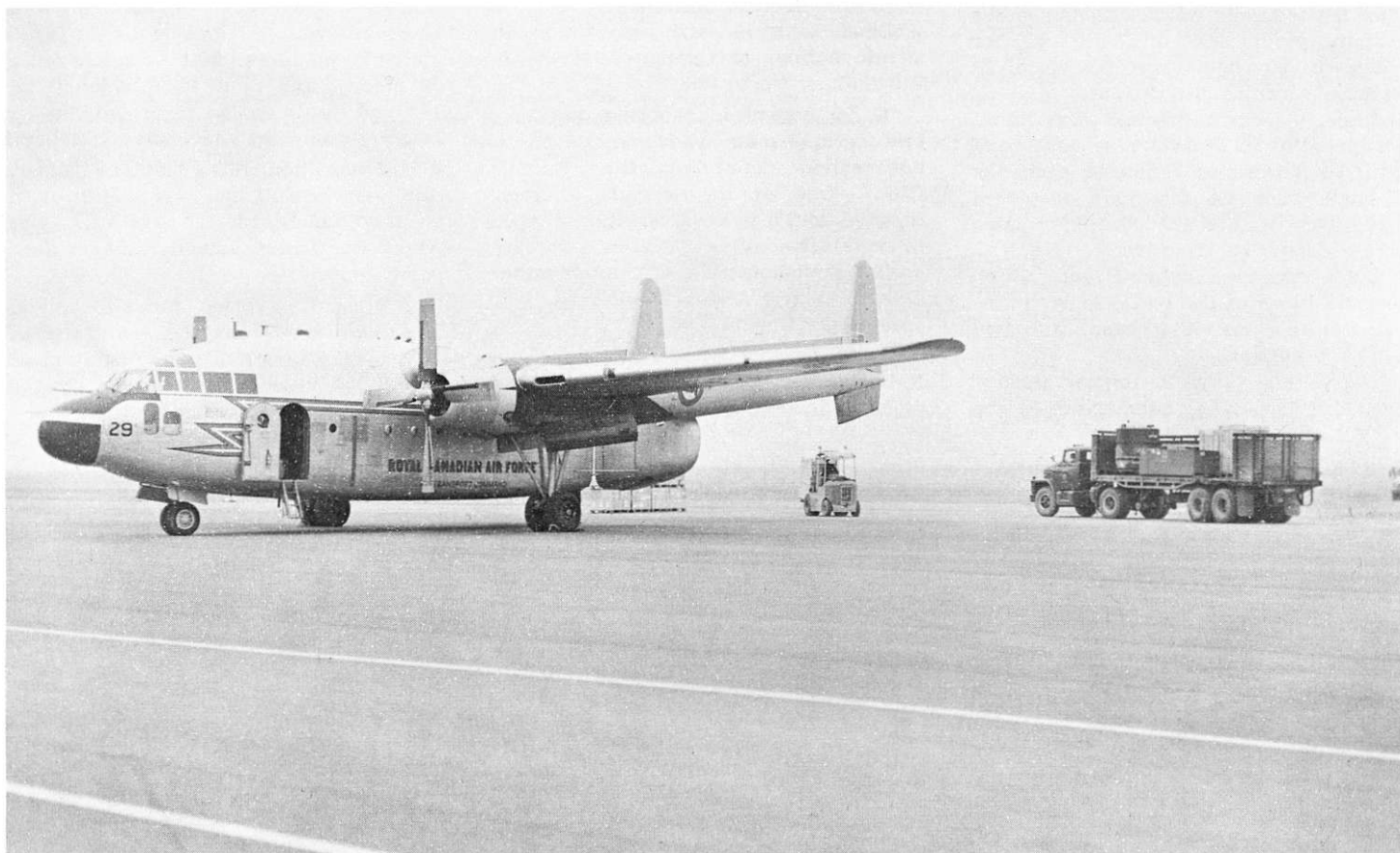
surface and identify himself. Hours later, with the destroyer-men half stunned with exhaustion, they detect the Russian once again, blowing tanks to reach the surface in a last desperate bid for safety.

What happens next forms *The Bedford Incident*: a timely warning, perhaps, for those who are tempted to drive sailors and ships too hard and too long under the illusion that this protects the world from war.

*The Bedford Incident* is exciting reading for landmen and seamen alike. But it will be specially rewarding for RCN personnel who are all too familiar with the hardships and problems of the anti-submarine task. Mr. Rascovich writes with a sure, professional knowledge of his subject.

*The Bedford Incident* is a "must" for every ship's library, and will help many a flagging submarine hunter to see his duties in a "glamourized" light.—K.E.G.

THE BEDFORD INCIDENT, by Mark Rascovich published in Canada by McClelland and Stewart Limited, 25 Hollinger Road, Toronto 16; 337 pages; \$6.95.



To speed movement of naval material between Montreal and Halifax a twice-a-week air cargo service, using RCAF C119 "Flying Boxcars", has been instituted, with the Naval Supply Depot, Montreal, co-ordinating ships into and out of Montreal and the Aviation Supply Depot, Dartmouth, looking after the eastern end of the route. On arrival of the first shipment at Shearwater in June, the aircraft was unloaded and reloaded in 25 minutes. Normal turnabout time is an hour. (DNS-31159)



# Trade Group Not Bar To Promotion

**M**EN WHO ARE qualified for promotion in all respects other than being advanced in trade group will now find it possible to enter the promotion zone and compete for promotion, it was announced by Naval Headquarters in a general message (CANGEN 82) on May 1.

The earliest dates men affected by this change may enter the promotion zone are, for chief petty officers, second class, and petty officers, first and second class, June 1, 1963, for leading and able seamen, September 1, 1963.

The dates coincide with the date of the first promotion competition for the ranks concerned after the change. Men entering the promotion zone under these conditions will be considered in these and subsequent promotion competitions.

The above initial dates were selected to eliminate the reviewing of past promotion competitions for men who would have entered the promotion zone at earlier dates if no time limit were imposed. It must be appreciated that the number of men appearing on any promotion list is limited by strict rank ceilings and promotions are always made to the maximum allowable under current ceilings.

It is possible that a review of past lists would show that some men now being entered into the promotion zone under these conditions were eligible for promotion at an earlier date. The only way in which a promotion could be made in these circumstances would be by withdrawing a promotion already in effect or promoting above the authorized ceiling. Either action would create problems.

After the initial dates given above are past, the date of entry into the zone shall be the actual date that a man meets all requirements for promotion except that he has not been advanced in trade group.

All men entering the promotion zone under the condition that they are fully qualified with the above exception, will compete on an equal basis with men already in the zone even though they may have a lower trade group than these men.

When the new trade structure was introduced on January 1, 1960, the trade requirements became Trade Group IV



The four-masted Soviet sailing ship Kruzenshtern is eased into her berth at Halifax. The former German ship Padua, the Kruzenshtern was one of three Soviet ships which visited Halifax in April.

for chief petty officer, first and second class, and petty officer, first class; Trade Group III, for petty officer second class; Trade Group II for leading seaman, and Trade Group I for able seaman. All branches, except the electrical and ordnance branches, varied in their requirement before this new trade group standard was set.

This and the fact that men fully qualified for promotion under the branch concept were entitled to enter the promotion zone on introduction of the new promotion system, in some cases with a lower trade group than that now required, explains why there are some men already in the promotion zone holding the lower trade group and not qualified in the higher trade group.

When men who have entered the promotion zone without being advanced in trade group are promoted before being

advanced to the higher trade group they will receive preference on the advancement rosters.

When a man is promoted he will be placed at the top of the advancement roster for his trade and trade group but after any other men who have already been promoted under similar circumstances and who have not yet been advanced.

Men who will now compete for promotion but have not been advanced in trade group will be treated as if they had entered the promotion zone in the normal way. They will be awarded points for "time in zone" from their initial date of entry into the promotion zone to the maximum of 40 points and will not be affected by the introduction of any new qualifications for promotion while they remain in the promotion zone.

## THE FUNCTIONS OF HOCHELAGA

Sir:

In the article entitled, "The Fleet School" (April 1963, *The Crow'snest*), there appears the following sentence . . . "*Hochelaga*, despite its importance, can be dismissed here—this is where the non-technical people are trained, cooks, stewards and others on the supply side".

This sentence tends to give the impression that the writer of the article has only a rudimentary knowledge of *Hochelaga* activities, or made an unfortunate choice of words. I believe that the latter was the case.

However, to avoid any misunderstanding which may arise from the quotation I should like to clarify *Hochelaga's* position.

First, in a discussion of Fleet Schools, I suggest that *Hochelaga* cannot be dismissed. The School is not "The Supply School", although it certainly started out that way and we on the staff are proud of it. However we are equally proud of being, in every sense of the word, a Fleet School and an integral part of the "Fleet School concept".

Second, there is some doubt that the "supply" people trained in *Hochelaga* are non-technical. *Hochelaga* doesn't think so, and Treasury Board when authorizing trades pay doesn't think so either. It cannot be denied that materiel management is an increasingly technical field and certainly more scientific than the traditional manual trades. Cookery is also technical, although the application and development of artistic flair is an essential part of that trade.

Third, *Hochelaga* is not just the place ". . . where the non-technical people are trained, cooks, stewards and others on the supply side".

There are four training divisions here, but only two deal with supply.

All "in-service" management training for the RCN is conducted in *Hochelaga*. Courses are given to commanders and to equivalent ranks in the Air Force, Army and Civil Service, and similarly to lieutenant-commanders, and commissioned officers and chief petty officers. There are also plans under way to broaden this coverage. This subject is

not technical, but neither can it be painted white and called supply.

The remaining division speaks the English language and gives basic training to French-speaking recruits. True, this is non-technical—also—it is non-supply. However it is integrated with the new entry training in *Cornwallis*.

While we are on the subject of the April 1963 issue, may I also draw to your attention the article on page 13 titled "Management Engineering"? The management training performed in HMCS *Hochelaga* Fleet School has nothing to do with Management Engineering and we are not engaged in training in that field. I hate to be repetitive but the caption under the photograph refers to the ". . . RCN's Naval Supply School". We all know now that there isn't one, don't we?

W. F. JONES  
Lieutenant-Commander  
Training Officer

HMCS *Hochelaga*,  
557 Dollard Street,  
La Salle, P.Q.

## - - AND A MYSTERY EXPLAINED

Sir:

With reference to the article "Mystery of the Branch Badges" on page 23 of the April issue, I would like to point out the significance of the "Branch Badge" which is no mystery to practising shipwrights.

The working tools of the badge are commonly known and referred to in the craft as the "Beadle and Hawsing Iron".

The "Beadle", (biddle or wooden maul), made of lignum vitae, ironbark, jara or greenheart, was ferruled with seamless iron rings to prevent splitting of the wood and the size of the rings depended on the required weight of the beadle. The helve was round and

tapered at the beadle end, the length equalling that from the cupped hand to the oxter (armpit).

The "Hawsing Iron", (in some places called housing, horsing or beetling iron), was little more than a double-grooved caulking iron with a handle, the purpose of which was to drive hard the "making up", (made-up threads of oakum in the seam prior to being pitched).

The design of such a badge to represent the craft no doubt stemmed from the most common sight in ship maintenance in those days, when the ship was beached for scraping and pitching, a crew of caulkers may have been seen "drumming" areas of the underwater

hull to beat the tide under the direction of the ship's carpenter. "Drumming" was a term meaning to harden up the threads which had worked loose between maintenance periods and did not require re-caulking.

The description, "Beadle and Hawsing Iron" has been passed on and accepted generally here on the West Coast by naval shipwrights since approximately 1901 and, as well, is accepted in the United Kingdom.

Yours truly,  
A. E. DEANS, C2HT4  
(Shipwright Journeyman)

1233 Effingham St.,  
Esquimalt, B.C.





# RETIREMENTS

PO ROBERT WARD BARRIE, CD, P1ER4; served in RCNVR January 29, 1943, to November 8, 1945; joined RCN March 11, 1946; served in *Star*, *Cornwallis*, *Stadacona*, *Digby*, *York*, *Brantford*, *Peregrine*, *Avalon*, *Micmac*, *Scotian*, *Nootka*, *La Hullose*, *Haida*, *New Liskeard*, *Magnificent*, *Trinity*, *Fundy*, *Cormorant*, *Porte St. Jean*, *Granby*; retired June 16, 1963.

CPO ROBERT STANLEY BUSSEY, C1BN4; joined June 6, 1938; served in *Naden*, *St. Laurent*, *Stadacona*, *Sherbrooke*, *Avalon*, *La Malbaie*, *Antigonish*, *Cayuga*, *Chippawa*, *Stettler*, *Oriole*, *Crescent*, *Assiniboine*, *Malahat*; awarded RCN Long Service and Good Conduct Medal; retired June 5, 1963.

CPO JOHN ROBERT JAMES CLELAND, CD, C2ER4; joined June 11, 1938; served in *Stadacona*, *Venture*, *Skeena*, *Niobe*, *Malpeque*, *Goderich*, *Fredericton*, *Avalon*, *Ottawa*, *Niobe*, *Prince Henry*, *Peregrine*, *Westmount*, *Bowmanville*, *New Liskeard*, *Scotian*, *Hunter*, *Iroquois*, *Portage*, *Magnificent*, *La Hullose*, *Haida*, *Huron*, *Crescent*, *Quebec*, *Micmac*, *Penetang*, *Labrador*, *Buckingham*, *Cape Scott*, *Cataraqui*, *Bytown*; retired June 10, 1963.

CPO ALECK CHARLES CRAFT, C1ER4; joined June 9, 1938; served in *Naden*, *Nootka*, *Ottawa*, *Stadacona*, *Niagara*, *Givenchy*, *New Glasgow*, *Gatineau*, *Sioux*, *Uganda*, *Ontario*, *Cayuga*, *Athabaskan*, *Tecumseh*, *Discovery*; awarded Long Service and Good Conduct Medal; retired June 9, 1963.

CPO LAWRENCE HARRIS FARR, CD, C2WS4; joined June 2, 1941; served in *Naden*, *Prince Robert*, *Cornwallis*, *Stadacona*, *Niagara*, *Givenchy*, *ML-068*, *Prince Rupert*, *Avalon*, *Jonquiere*, *Diving Tender 3*, *Diving Tender 2*, *Warrior*, *Rockcliffe*, *Ontario*, *Sioux*, *Venture*,

*Niobe*, *HMS Excellent*, *Athabaskan*, *Saguenay*, *Griffon*, *Patriot*, *Chippawa*; retired June 1, 1963.

PO MAXWELL CLARK GUTHRIE, CD, P1BN4 joined June 6, 1938; served in *Naden*, *St. Laurent*, *Stadacona*, *Assiniboine*, *Givenchy*, *Prince David*, *Prince Henry*, *Prince Robert*, *Cornwallis*, *Uganda*, *Rockcliffe*, *Antigonish*, *Unicorn*, *Cedarwood*, *Niobe*, *HMS Dolphin*, *HMS Terror*, *Quadra*, *Stettler*; retired June 5, 1963.

CPO RUSSEL NOEL KNIGHT, C2WS4; joined June 10, 1938; served in *Naden*, *Restigouche*, *Stadacona*, *HMS Victory*, *HMS Excellent*, *Skeena*, *Cornwallis*, *Niobe*, *Athabaskan*, *Peregrine*, *Donnacona*, *Givenchy*, *Rockcliffe*, *Ontario*, *Cayuga*, *Jonquiere*, *Royal Roads*; retired June 9, 1963.

CPO WILLIAM EDGAR LYON, CD, C2HT4; joined RCNVR August 7, 1942, transferred to RCN September 23, 1945; served in *Stadacona*, *Scotian*, *Iroquois*, *Magnificent*, *Wallaceburg*, *Montcalm*, *Bonaventure*; retired June 20, 1963.

CPO LAWRENCE PHILLIP McRAE, CD and 1st Clasp, C2BN4; joined June 6, 1938; served in *Stadacona*, *Venture*, *Skeena*, *St. Laurent*, *Cornwallis*, *Niobe*, *HMS Excellent*, *Haida*, *Peregrine*, *Warrior*, *RNAS Dartmouth*, *Iroquois*, *Portage*, *Nootka*, *Donnacona*, *Micmac*, *Porte St. Jean*, *Thunder*, *Huron*, *Shearwater*, *Quinte*, *Bonaventure*; retired June 5, 1963.

CPO SAMUEL RUTHERFORD MILLER, C1IRS4; joined June 6, 1938; served in *Naden*, *Restigouche*, *Bytown*, *HMC Sig School*, *St. Hyacinthe*, *Bytown*, *Venture*, *St. Francis*,

*Stadacona*, *Givenchy*, *Burrard*, *Coverdale*, *Cornwallis*, *Gloucester*, *Naval Radio Station Gander*, *NRS Frobisher*; awarded RCN Long Service and Good Conduct Medal; retired June 5, 1963.

PO CARL EDWARD MOENCH, CD, P1CM4; served in RCNVR December 13, 1941 to November 8, 1945; joined RCN April 21, 1942; served in *Queen*, *Chippawa*, *Naden*, *Timmins*, *Stadacona*, *ML-118*, *Venture*, *ML-057*, *Peregrine*, *ML-105*, *Capitano*, *Peregrine*, *Antigonish*, *Athabaskan*, *Sioux*, *Star*, *Cornwallis*, *Hochelaga*, *New Glasgow*, *Tecumseh*, *MacKenzie*; retired June 26, 1963.

CPO JAMES ALEXANDER RUSSELL, CD, C2ETA; joined June 6, 1938; served in *Stadacona*, *Venture*, *Saguenay*, *Trillium*, *Annapolis*, *Cornwallis*, *Niobe*, *Saskatchewan*, *White-throat*, *Scotian*, *Nootka*, *La Hullose*, *Haida*, *New Liskeard*, *Thunder*, *Resolute*, *Star*, *Patriot*, *Bonaventure*, *Bytown*; retired June 5, 1963.

PO ROSS MEREDITH STEENE, CD, P1AM2; joined RCNVR June 11, 1942, transferred to RCN May 1, 1944; served in *Bytown*, *York*, *Cornwallis*, *HMS Baffin*, *Stadacona*, *Noranda*, *Fort Ramsay*, *Scotian*, *Stonetown*, *Avalon*, *Riverton*, *Diving Tender 3*, *Iroquois*, *RCNAS Dartmouth*, *Warrior*, *Magnificent*, *Shearwater* (VF870), *Bonaventure*; retired June 14, 1963.

CPO ANGUS THENDERSON WELSH, C1BN4; joined June 6, 1938; served in *Naden*, *Fraser*, *Stadacona*, *Assiniboine*, *Hepatica*, *Niobe*, *Ontario*, *Magnificent*, *Quebec*, *Niobe II*, *Bonaventure*; awarded RCN Long Service and Good Conduct Medal; retired June 5, 1963.

# OFFICERS RETIRE

CDR. HAROLD ALBERT BLACK, CD; joined RCNR on June 22, 1938; transferred to RCN October 24, 1945, as a paymaster sub-lieutenant; served in *Stadacona*, *Venture*, *Protector*, *Chaleur*, *Avalon*, *Cornwallis*, *Bytown*, *Uganda*, *Ontario*, *Naden*, *Rockcliffe*, *Niobe*, *Niagara*; last appointment *Niagara*, on attachment to Supreme Allied Commander Atlantic as Training Officer Exercises; commenced retirement leave on July 1, 1963; retires January 24, 1964.

CD. OFF. FRANK EDWARD WILLIAM DENNIS, CD; transferred to RCN from Royal Navy on August 1, 1936, as a Stoker 2nd Class; promoted to acting commissioned writer officer on November 15, 1951; served in *Magnificent*, *Cornwallis*, *Stadacona*, *Shearwater*, *Naden*, *Saguenay*, *Champlain*, *St. Laurent*, *Skeena*, *HMS Dominion*, *Niobe*, *Venture*, *St. Hyacinthe*, *Peregrine*; last appointment *Naden*, as Commodore's Secretary; commenced retirement leave on July 15, 1963; retires on February 23, 1964.

CDR. HUBERT JAMES HUNTER, CD; joined RCNVR on October 6, 1939; transferred to the RCN March 17, 1940, as an ordinary

seaman; promoted to sub-lieutenant on May 1, 1941; served in *Naden*, *St. Laurent*, *Royal Roads*, *Stadacona*, *Kings*, *HMS Merlin*, *HMS Daedalus*, *HMS Jackdaw*, *HMS Heron*, *HMS Sparrowhawk*, *HMS Blackcap*, *HMS Vulture*, *Niobe*, *Naval Headquarters*, *Warrior*, *Magnificent*, *Shearwater*, *Micmac*, *Niagara*, *Bonaventure*, *Resolute*, *Chaleur*; last appointment *Naval Headquarters* on staff of Director Naval Operational Requirements as Assistant Director Naval Operations; commenced retirement leave on May 20, 1963; retires on December 13, 1963.

LT-CDR. JAMES CLARENCE MARK, CD; joined RCNVR January 1, 1942, as a sub-lieutenant (SB); transferred to RCN June 6, 1946; served in *Prevost*, *Naden*, *Prince Henry*, *Kings*, *Dawson*, *Cornwallis*, *St. Hyacinthe*, *Uganda*, *Bytown*, *Magnificent*, *Shearwater*, *Stadacona*; last appointment *Stadacona* as OIC Naval Examination Centre; commenced retirement leave May 19, 1963; retires November 21, 1963.

CDR. WILLIAM JAMES MARSHALL, OBE, CD; joined RCNR February 28, 1939; transferred to the RCN May 9, 1946, as probation-

ary paymaster sub-lieutenant; served in *HMS Drake*, *HMS Cochrane*, *Dominion*, *Stadacona*, *Niobe*, *St. Hyacinthe*, *Protector*, *Scotian*, *Magnificent*, *Naval Headquarters*, *Niagara*, *Donnacona*, *Hochelaga*, *Shearwater*, *Naden*; last appointment *Naden* as Supply Officer, commenced leave on June 30, 1963; retires on January 23, 1964.

CDR. HAROLD DUNCAN McCORMICK, CD; joined RCNVR February 26, 1941; transferred to the RCN November 30, 1945, as a sub-lieutenant (SB); served in *Stadacona*, *HMS Victory*, *HMS Manchester*, *HMS Mercury*, *HMS Renown*, *HMS Collingwood*, *HMS Warren*, *Naval Headquarters*, *Niobe*, *Ontario*, *Naden*, *Bytown*; last appointment *Bytown*, on staff of Director Naval Programme Control as Deputy Director Naval Program Control (Major Equipment); commenced leave on July 1, 1963; retires on January 10, 1964.

LT.-CDR. DAVID RENNIE MOREIRA; joined RCN(R) on November 14, 1949, as an ordinary seaman; transferred to the Royal Canadian Navy September 12, 1961, as an ordnance cadet on March 1950; served in

Cabot, Stadacona, la Hullose, Scotian, Niagara, Bytown, Bonaventure, Hochelaga; last appointment Bytown on staff of Assistant Director Ship Design and commenced leave on July 9, 1963; retired on July 16, 1963.

LT.-CDR. NORMAN CHRISTOPHER PENNEY, CD; joined RCNVR October 11, 1939; demobilized December 20, 1945; transferred to the RCN May 15, 1953, as an Ordinary Seaman; promoted to probationary sub-lieutenant, August 10, 1942; served in Stadacona, Camrose, Chaleur, Avalon, Stadacona, Klugs, HMS Baffin, Niobe, HMS Pembroke, Bytown, York, Carleton, Gloucester, Cornwallis, Hochelaga, Coverdale, Hunter; last appointment Hunter, as Staff Officer Administration and as Supply Officer; commenced leave on July 14, 1963; retires on October 15, 1963.

LT. PATRICIA ROSEMARY RENNIE; joined RCN(R) September 10, 1951; trans-

ferred to RCN on June 13, 1955 as an ordinary wren; promoted to acting sub-lieutenant (W) on February 19, 1953; served in Malahat, Cornwallis, Coverdale, Churchill, Shearwater, Bytown, Patriot; last appointment Bytown, on staff of Staff Office (Wrens) as Assistant Staff Officer (Wrens); Commenced leave on June 19, 1963; retires on September 30, 1963.

LT.-CDR. DAVID EDWARD RIGG, CD.; joined RCN February 16, 1931 as Boy Seaman; promoted to acting gunner (T) on February 7, 1942; served in Naden, HMS Venon, HMS Hood, Vanouve, Fraser, Ottawa, Stadacona, Niobe, Skeena, Sioux, Bytown, Crescent, Brunswick, Malahat, Cedarwood, Oshawa, Queen; last appointment Malahat as Staff Officer Administration; commenced leave on June 2, 1963; retires on February 17, 1964.

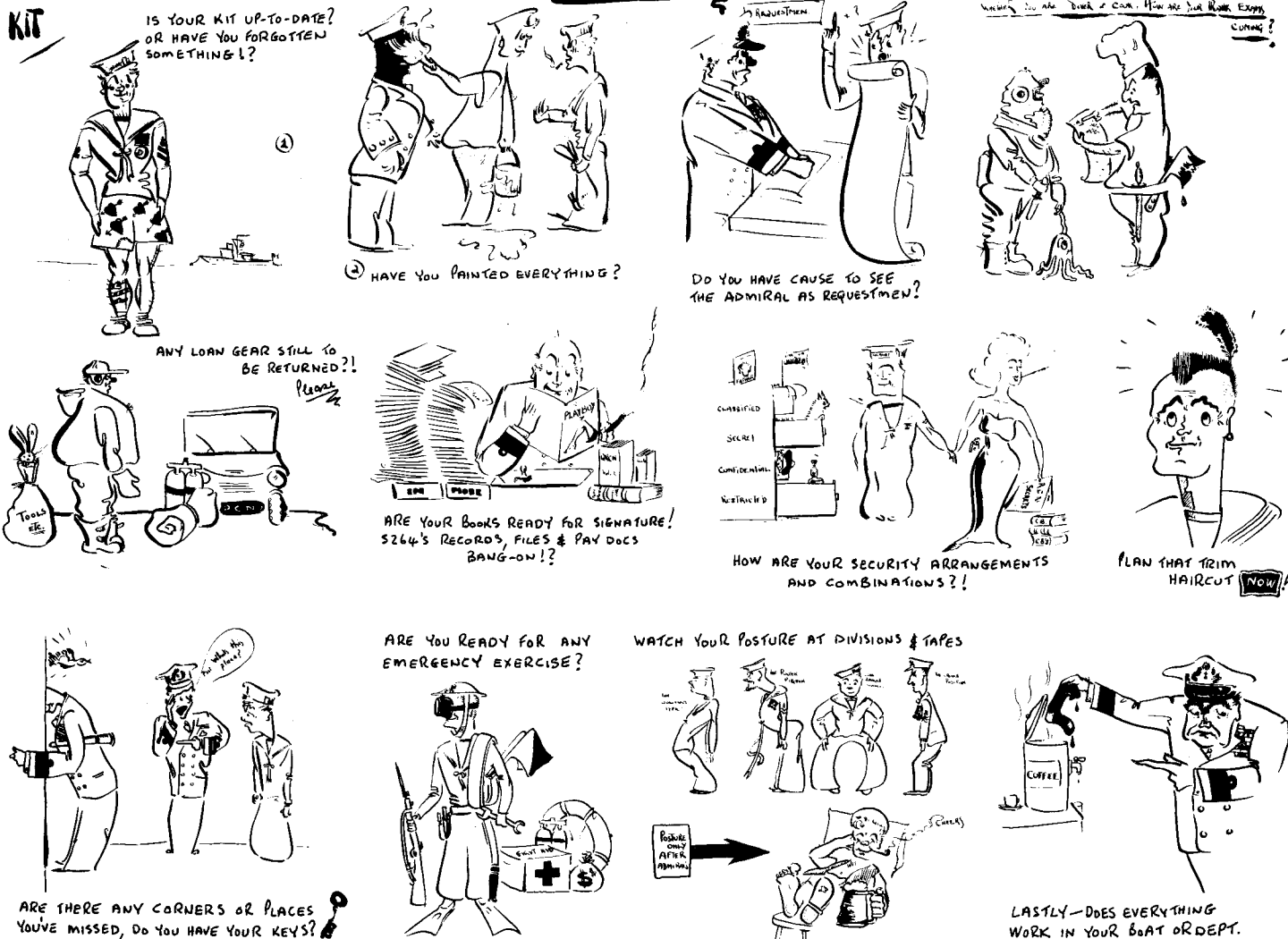
LT.-CDR NORMAN STEWARDSON, CD; joined RCNVR April 5, 1942, demobilized May

22, 1946; entered the RCN(R) December 28, 1946; transferred to the RCN August 3, 1949 as a stoker I; promoted to warrant officer (SB) on March 15, 1945; served in Naden, Givenchy, St. Hyacinthe, Discovery, Malahat, Bytown, Stadacona, Cornwallis, Bytown; last appointment Naden, on staff of Flag Officer Pacific Coast, as Area Naval Fire Chief and on staff of Commodore Superintendent Pacific Coast as Base Fire Chief; commenced leave on June 16, 1963; retires on October 11, 1963.

CDR. FRANCIS SHEPARD WARD; joined RCNVR March 7, 1945; transferred to the RCN July 11, 1946 as a probationary sub-lieutenant (SB) (E); served in Donnacona, Scotian, Niobe, Bytown, Ontario, Niagara, Hochelaga; last appointment Hochelaga, as Principal Naval Ordnance Overseer Quebec Area and as Superintendent Naval Armament Depot Longueuil; commenced leave on July 8, 1963; retires on November 25, 1963.

## ADMIRAL'S ANNUAL INSPECTION.

### REMINDERS



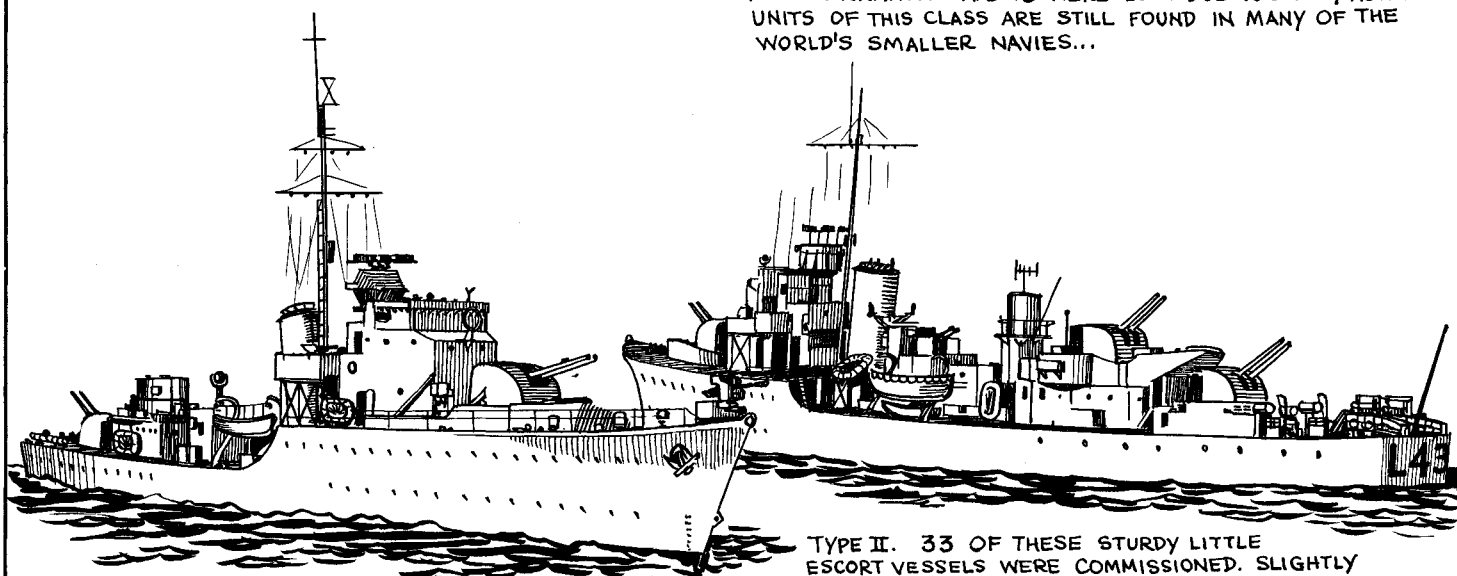
It's the XO who sooner or later takes the rap if things are not top line for the Admiral's inspection, so Lt. Alan Sagar, executive officer of HMCS Granby, the clearance diving depot ship, offered a few visual reminders to all hands before the big day, knowing full well that sailors tend to ignore the usual unfriendly notice board admonitions.



# Naval Lore Corner

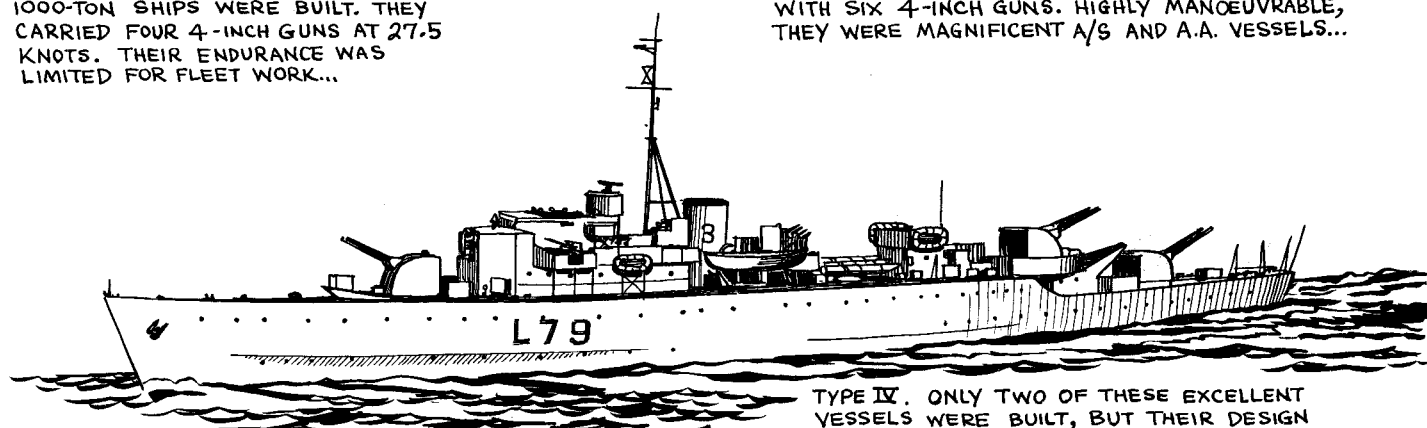
## Number 118 THE HARDY "HUNTS"

86 OF THESE HANDY LITTLE WARTIME-CONSTRUCTED VESSELS WERE BUILT BETWEEN 1939 AND 1941. DESIGNED AS ESCORT-DESTROYERS, THEY WERE DIVIDED INTO FOUR TYPES. THEY SAW ACTION FROM THE ARCTIC TO THE MEDITERRANEAN AND 18 WERE LOST DUE TO ENEMY ACTION. UNITS OF THIS CLASS ARE STILL FOUND IN MANY OF THE WORLD'S SMALLER NAVIES...



TYPE I. TWENTY OF THESE 1000-TON SHIPS WERE BUILT. THEY CARRIED FOUR 4-INCH GUNS AT 27.5 KNOTS. THEIR ENDURANCE WAS LIMITED FOR FLEET WORK...

TYPE II. 33 OF THESE STURDY LITTLE ESCORT VESSELS WERE COMMISSIONED. SLIGHTLY HEAVIER THAN THE 'TYPE I's', THEY WERE ARMED WITH SIX 4-INCH GUNS. HIGHLY MANOEUVRABLE, THEY WERE MAGNIFICENT A/S AND A.A. VESSELS...

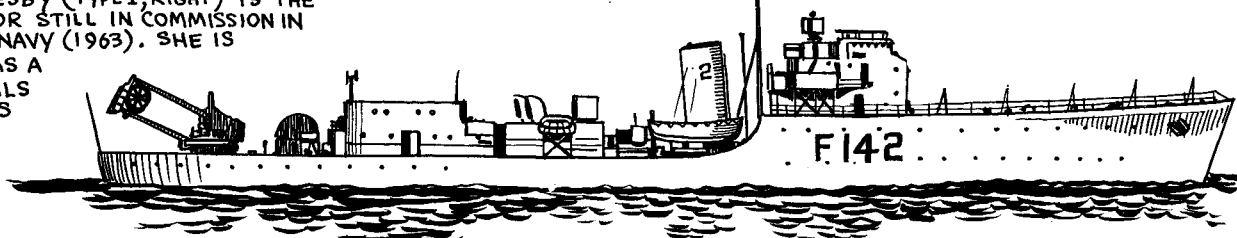


THE TYPE III's (BELOW) MOUNTED 2 TORPEDO TUBES IN ADDITION TO THEIR FOUR 4-INCH GUNS, GIVING THEM AN OFFENSIVE CAPABILITY AND QUALIFYING THEM AS TRUE DESTROYERS...

TYPE IV. ONLY TWO OF THESE EXCELLENT VESSELS WERE BUILT, BUT THEIR DESIGN INFLUENCED FUTURE BRITISH FRIGATE DESIGN. GOOD SEA-BOATS. THEIR STRUCTURAL STRENGTH AND ACCOMMODATION WAS A VAST IMPROVEMENT. THEY MOUNTED SIX 4-INCH GUNS AND 3 TORPEDO TUBES. ALL THE "HUNT" CLASS WERE RE-CLASSIFIED AS FRIGATES IN 1947...



HMS BROCKLESBY (TYPE I, RIGHT) IS THE SOLE SURVIVOR STILL IN COMMISSION IN THE ROYAL NAVY (1963). SHE IS EMPLOYED AS A SONAR TRIALS SHIP AND IS UNARMED...



*Roger Duhamel*

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